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[41455]

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[a23]

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[134-2

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Hengkong, 4th December, 1907. [a36]

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It is a Liquid Food in predigested form containing all the bracing, soothing and toning forces of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY or other MALADIES from OVERWORK or other causes, ANEMIA, NERVOUSNESS, DYSPEPSIA. Samples on Application.

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[25]

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No anonymously signed communications that have already appeared in other papers will be inserted.  
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The Daily Press

HONGKONG, MARCH 2ND, 1910.

REUTERS tells us that the Navy Department at Washington, having learnt that Japan is laying down two super-dreadnoughts, is seeking the sanction of the Government for the construction of a record-breaking battleship of 32,000 tons. Whatever may be the official explanations, it can confidently be predicted that the mass of the people on both sides of the Pacific will see in this announcement evidence of mutual animosity which heavily discounts the occasional acts of friendship exchanged by the two Governments. Fifty years ago the rivalry in naval armaments was described by an eminent English publicist as the monster evil of the day, though it was practically confined at that time to England and France. Then we had DISARMED passionately asking in the House of Commons: "What is the use of diplomacy? What is the use of Government? What is the use of cordial understandings if such things can take place?" At that time the superiority of the iron-clad over the wooden line of battleship had been established in the American war, and the improvements in explosive shells and other combustible missiles and the means of projecting them satisfied the experts that in future naval wars wooden ships of the line would be nothing but slaughter-houses, and that to crowd nearly a thousand men upon a huge wooden target, with thirty or forty tons of gunpowder at their feet and expose them to a bombardment with detaching shells and other combustible projectiles would be a suicidal proceeding. Consequently the Governments of the world sud-

denly found their fleets obsolete. America had already given preference to a new type of vessel. France was the first to cease building wooden ships of the line, and the British Government followed suit, even to the extent of abandoning the vessels of that class which at the time were unfinished on the stocks. The rivalry in armaments at that time was, as we have said, confined exclusively to England and France, for England had between sixty and seventy, and France between thirty and forty of these vessels, while Spain had only three, Russia nine, Italy one and America one. These circumstances suggested as an obvious course to the two Governments that they should endeavour to come to an amicable agreement by which the greater portion of these ships might be withdrawn, and so disposed of as to be rendered incapable of being again employed for warlike purposes. An arrangement was advocated which should preserve to each country precisely the same relative force after the reduction as before, and this reduction of obsolete ships of the line was presented as paving the way for an amicable arrangement for putting some limit to these new armaments which were springing out of the transition state of the two navies. It was clearly recognised at the time that the application of iron plates to shipbuilding, which had rendered the reconstruction of the world's navies necessary, had to be regarded as the commencement of an indefinite series of changes which made it not improbable that the new fleets would be obsolete almost before they were constructed. So in fact they were, but an international agreement for the limitation of armaments was found to be a no more practical idea than it has proved in the first decade of the twentieth century. If those who were responsible for the naval administration of France and Great Britain were in those days appalled at the prospect of a rivalry which offered a boundless field of expenditure to both, without satisfying either the reason or ambition of either, what can we say of the prospects to-day when our super-dreadnoughts are costing nearly two million pounds sterling apiece, and when nearly all the leading Powers of the world feel impelled to keep in the race? Yet it is vain to hope for international agreements which will decide for ever the relative position of nations in the world. If fifty years ago the movement so influentially supported in England had achieved its object, what a different complexion the world would wear to-day! No German Navy would have developed, no Japanese Navy, and no American Navy worth counting. England and France were to be acknowledged for ever as the dominating Powers in the world. The proposal was obviously impracticable and will ever remain so, while there are progressive and ambitious nations in the world. Complete disarmament is the only way of escape from the ever increasing financial pressure caused by this rivalry in armaments, but until the day of Armageddon has passed this will continue to be only "a consummation devoutly to be wished."

Sir Clifton Robinson left London on the 8th ult. for the East.

The final of the eleven-a-side Football Competition (P. de Rosa's team v. J. M. Brito's team) will be played to-day at 5 p.m. at Causeway Bay ground.

It is notified in another column that the supply of water will be controlled in the Rider main districts of the Colony from Monday next, the water being turned on at each rider-main for two consecutive hours daily.

In response to many requests Prof. Jay G. Rogers, Ph.D., has consented to deliver another scientific lecture in Hongkong—probably the last of this series. His subject will be, "The Mysterious Element." This will be delivered in Union Church School Hall to-day (Wednesday) at 5.30 p.m. All will be welcome.

Mr. W. F. Mitchell, who was for some years the principal in the East of Messrs. Samuel Samuel & Co., contested the Dartford Division in the Unionist interest and won by a majority of 817. The Liberal majority at the previous election was 2,804. Mr. Mitchell was for two years Chairman of the Yokohama Foreign Chamber of Commerce.

At the Magistracy yesterday before Mr. E. R. Hallifax, with Lieut. C. W. Beckwith, R.N., sitting as assessor, the master of the steamer *Spir* was charged with obstructing the approaches to the central railway, and with failing to remove and take up a berth allotted by the Harbour Master. After hearing the evidence his Worship dismissed the first summons, while the second was withdrawn.

The Saigon Opinion bears that a new agreement between the French Government and the Messageries Maritimes Company is under official consideration at Paris. Under it, the Government will guarantee a loan of 25 millions of francs to the company. It will also authorize the company to build several steamers in foreign countries to meet the needs of the Messageries service.

The N. C. Daily News, addressing the claim against the Southern authorities for compensation for the persons injured and engaged in a street riot on February 11 is to be settled by the payment of £1,500.

The marriage of Mr. J. H. Jones, eldest son of the late Mr. Joseph Jones, of Shanghai, and Mrs. Allen Ginn, of the "Fiji" Bazaar, Hants, with Miss Bessie MacArthur, only daughter of the Bishop of Southampton, is announced to take place at St. Mary's Church, Southampton, on Thursday, March 31.

While a Chinese gentleman was inspecting the articles offered for sale on a stall in Des Vaux Road, a thief snatched his watch and chain, and was in turn seized by a constable. After hearing the evidence adduced when the man was charged at the Magistracy yesterday, Mr. Hallifax found the prisoner guilty and sentenced him to one year's imprisonment with hard labour and six hours' stocks.

A Chinese dispatch says that Great Britain, the United States, Germany and France have communicated with the Walwapa, protesting against the intended cancellation of the preliminary loan agreement. The Walwapa has accordingly asked the Yuchuanpa "to devise some plan of action which, whilst not affecting international relations, will not provoke murmurs from the people."

Sir George Phillip, who for the last 12 years has been British Consul at Geneva, has retired. Sir George formerly served as Judge of Gibraltar, Hongkong, Sierra Leone, and in the Straits Settlements, and held the post of Attorney-General in British Columbia when he retired on a pension to live at Geneva. Of recent years Sir George has been in indifferent health, and his doctor now insists on complete rest.

Through passenger traffic between the Russian railways and Volunteer Fleet and the Japanese services concerned will be inaugurated on 14th July, corresponding to 1st July by the Gregorian calendar. Prior to this, by way of a preliminary, through passenger traffic between the Chinese Eastern and the South Manchuria Railways is to be opened on 1st April, that is, 19th March of the Russian calendar. The details have just been arranged at Harbin.

By kind permission of Col. Prior and the Officers, the Band of the 13th Rajputs will play the following programme of music at the "King Edward Hotel during dinner to-morrow (Thursday) the 3rd March, 1910:—

March..... "A. T. ranges"..... Costa.  
Overture..... "Hydrone"..... Flotow.  
Vol. 1..... "Hydrone"..... Flotow.  
Selection..... "Cl. ch. de Cornville"..... Goffrey.  
Two Step..... "Mumblin Moss"..... Goffrey.  
Finale..... "God Save the King"..... Kaiser.

No lease of land is registered in Dalny for a longer period than twenty years, and the Japanese Government Authorities reserve the power to raise the rents at their pleasure during the currency of the lease. The consequence is that few of the foreign firms established in the port have built their own offices. We now read that the authorities, desirous to improve matters, but powerless to extend the term of lease, have decided to make an exception of this class of foreigner and to lease lands to them at a fixed rental for twenty years.

The sunken steamer *La Seyne* is now lying in twenty-two fathoms of water, the strong current in the Straits where the collision occurred having taken her off the comparatively shallow bank on which she went down. Notwithstanding this depth, an effort is to be made this week to recover the famous Hope diamond and a large amount of other jewellery and bonds known to have been on the steamer when she sank. Mr. Teal, an expert diver of long experience, has been engaged for the work and is making preparations to begin at once.

Sir John Jordan, writes the Peking correspondent of the N. C. Daily News on the 18th ult., is recovering slowly but surely; for he is now said to be practically out of danger, though he is naturally very weak after his long battle with pneumonia. His leave has been granted, but the doctors cannot yet say when he will be able to undertake the journey. During Sir John's absence on leave for a year Mr. Max Miller will be Chargé d'Affaires. There is no foundation for any of the numerous reports of other appointments to the post of Minister to Peking.

The Hon. Treasurer of the Allot Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Three Patients	£50
C. J. Gung & Co.	15
J. B. Michael & Co.	15
C. Montague Ede, Esq.	15
D. Donohoe, Esq.	15
W. H. Wickham, Esq.	15
Patell & Co.	15
C. Abdulla & Co.	10
Abdulla Ibrahim & Co.	10
Dorabjee & Son	10
A. Becker, Esq.	10
Aquarius Co.	10
Asquith, Thorson & Co.	10

The two armed Chinese who are alleged to have been found at the residence of Mr. Hunter, No. 3, Loehli Terrace, Kowloon, on the night of February 17th, appeared before Mr. E. R. Hallifax at the Magistracy yesterday. They were charged with assault with intent to murder. Mr. P. Sydenham Dixon, from the office of Mr. R. A. Harding, said he had just been instructed by the defendant, and asked for a remand. Inspector Langley, raised no objection, but said he wished to call two further witnesses. The first was that the accused had in their possession arms, one a loaded revolver and one a dagger, with intent to commit a felony. The other count charged the defendants with carrying arms without a permit from the Captain Superintendent of Police. His Worship consented to the addition of the further charges, and remanded the case until this day week.

## TELEGRAMS.

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## BRITISH POLITICS.

## THE VETO OF THE LORDS.

LONDON, March 1st.

Mr. Asquith has moved to appropriate the time of the House of Commons until March 24th for the purpose of passing urgent supplies. Then, after the Easter recess, he proposed to introduce resolutions in both Houses of Parliament excluding the Lords from a voice on Finance Bills and ensuring the predominance of the Commons over the Lords' veto within a single Parliament. The Bill carrying out these resolutions would be introduced later.

## THE TIBETAN SITUATION.

DALAI LAMA APPEALS TO BRITAIN AND RUSSIA.

LONDON, March 1st.

The St. Petersburg correspondent of the "Times" says the Dalai Lama has appealed to Russia for support conjointly with Great Britain against the unprovoked aggression of the Chinese.

## BRITISH PARLIAMENTARY PROCEEDINGS.

## FINANCE MEASURES PASSED.

LONDON, March 1st.

Mr. Asquith's motion was adopted without a division.

The Premier declared that the Government regard the prompt enactment of the anti-veto legislation as a primary and paramount duty.

Mr. Austen Chamberlain said the Opposition supported the Government in passing the necessary financial business, and had no desire to throw the nation into confusion by a snap division.

Mr. Lloyd George, Chancellor of the Exchequer, said the Government assured its supporters that unless they found themselves in a position to ensure that their proposals would become law they would not continue in office.

The tension in the Liberal camp has been relieved by the exclusion of Reform of the House of Lords from the Government's present proposals and concentration on the question of the veto.

The Radicals are jubilant. The Nationalists also appear satisfied with the Government's assurance that they will not continue in office unless they are able to carry out their proposals.

## JAPAN AND THE CHINCHAU RAILWAY.

LONDON, March 1st.

Sir William Bull, M.P., asked in the House of Commons whether the Government was prepared to admit Japan's claim to be consulted in the construction of the railway between Chinchau and Aigun; also how Japan's attitude could be reconciled with her Treaty obligations.

Mr. McKinnon Wood, Secretary of State for Foreign Affairs, said he was unaware of anything inherently unreasonable in Japan's demands. It was for China to decide whether these were acceptable. The matter was one for arrangement between Russia, China and Japan.

## THE DALAI LAMA.

LONDON, March 1st.

The Dalai Lama is expected at Darjeeling this morning. He will be the guest of the Government.

The Buddhists are preparing a procession with local lamas.

## SUPREME COURT.

Tuesday, 1st March.

## IN SUMMARY JURISDICTION.

Before His Honour Mr. H. H. J. GOMPERTZ (Pretoria Judge).

## INTERPLEADER ACTION.

The claimant in this interpleader action was the proprietor of Wing Cheong shop at 11 Tang Street, the execution creditor being Tsoi Yip, and the third party the Sam Wo firm. Mr. Davidson, of Messrs. Hastings & Hastings, was for the claimant, and Mr. E. W. Two represented the executor creditor.

Mr. Davidson explained that claimant's shop did not occupy the whole of the ground floor, but only the right side, on the opposite side being the Sam Wo shop. The Sam Wo were lessees of the whole of the ground floor from the plaintiff and they had sublet one half of the shop to the claimant, who paid \$25 a month for the use of that half. The claimant's shop was a curio shop and was distinct from the defendant's shop, in which a tailoring business was conducted. On the 18th ult. a warrant of distress was issued by the Court to detain the goods and chattels on the premises of the Sam Wo for the sum of \$450, the amount of ten months' rent. There could be no doubt and the bailiff agreed with this view—that the goods of the Wing Cheong were not in the apparent possession of the Sam Wo.

His Lordship asked Mr. Two if he held he was entitled to the goods.

Mr. Two said that he did.

Mr. Davidson admitted that in common law the sub-tenant was liable to distress, otherwise distress became a farce, but for some reason the local Ordinance was so drawn as to modify that position altogether. If his position were correct, then his client would have the right of action against the bailiff, and possibly the landlord for trespass.

His Lordship—You have to show that these are your goods.

Mr. Davidson—I have filed an affidavit stating that.

Complainant stated that his name was Hung Pak Lam.

Mr. Two said the claimant was not Hung Pak Lam. He was impersonating Hung Pak Lam and was perjurying himself.

His Lordship—Are you sure you are Hung Pak Lam?

Witness—I am quite sure.

His Lordship—You are quite sure you are not merely a relation?

Witness—I am quite sure. He added that he was never known by any other name.

Mr. Two—Do all your neighbours in East Street know you as Hung Pak Lam?

Witness—My neighbours don't know me.

You have been living there for nineteen years and your neighbours don't know you?—Well my own name is Ah Yan and my marriage name is Pak Lam.

His Lordship—When did you first take your marriage name?

Witness—When I was fifteen.

His Lordship—When were you betrothed?

Witness—When I was fifteen.

Mr. Two said the Wing Cheong and the Sam Wo were really one, the two signboards being set up because there were two classes of business carried on.

His Lordship, after hearing evidence, decided the issue in favour of plaintiff with costs.

## CHARGE AGAINST A PAWNBROKER.

A pawnbroker named Chan, Yak Sing, who carries on business at 57, Hollywood Road, was arraigned before Mr. J. R. Wood at the Magistracy yesterday on a charge of failing to seize and detain a person who pawned a diamond ring, and whom he should have had reasonable cause to suspect of committing an unlawful practice.

Detective-Sergeant Appleton prosecuted, and Mr. W. E. L. Shenton (of Messrs. Descent, Looker & Deason) appeared for the defendant.

Mr. Abraham, of Messrs. S. J. David & Co., testified to the ring produced being his, and stated that it was stolen on the night of February 16th.

Cross-examined by Mr. Shenton, he stated that he first missed the ring on the morning of the 19th, and last saw it on the previous day. It was then in one of the drawers of his desk at the office. That drawer was locked with a Chubb's lock and key, but had been broken open. It was not common knowledge in the office that he kept jewellery in his drawer, and he never had dealings in jewellery at the office.

None of the clerks had left the office, but when he went there that morning he found the door open.

In reply to Sergeant Appleton witness stated that the ring was not in the same state before as when exhibited in Court. It had been cleaned.

The further hearing was adjourned until to-day.

## THE HARBOUR ACCIDENT AT MACAO.

## THE "ON LEE" EXONERATED.

We learn that only one death occurred as the result of the overturning of a sampan at Macao on Sunday by the *On Lee*. There were three women and a boy of ten years on board at the time, and all the women were saved. An inquiry took place at the Harbour Office at Macao shortly after the accident, when Mr. Gil Perez, who was on the steamer wharf at the time and witnessed what occurred, gave evidence. The Harbour Master, accompanied Captain Cameron from Macao, and held that the sampan ought not to have been tried to pass near the steamer when she was going to her wharf. Yare informed that the report that the steamer was required to give a substantial bond before her departure was incorrect.

## THE CHARGES AGAINST ALLANA.

The hearing of the charges preferred against S. M. E. Allana, of embezzling \$250 and a gold watch and chain, was continued before Mr. E. R. Hallifax at the Magistracy yesterday.

Mr. F. W. Goldring (of Messrs. Goldring, Barlow & Morrell), appeared for the prosecution, while Mr. F. Paget Hett (of Messrs. Broughton & Hett) represented the defendant.

S. A. Marican, recalled for cross-examination, stated that he purchased the business of Allana & Co. about November 2nd, 1908. The assignment was prepared by Messrs. Hastings & Hastings. He could not remember when Allana's bankruptcy petition was filed, but it might have been on November 3rd.

Is your memory bad, Mr. Marican?—No. Anything that concerns my business I remember.

Do you mean by that that S. E. Allana & Co. was not your business?—I bought it.

After you purchased the business of Allana & Co. the assignment of it was the subject of a case in Court?—Yes.

The assignment of the business to you was said to be fraudulent because the bankruptcy petition had been prepared on the same day and filed on the following day?—It was not said to be fraudulent, but the judge said the sale was to be set aside, and it was compromised.

Messrs. Hastings & Hastings prepared the bankruptcy petition for Allana?—I think so.

Do you know or do you not?—I cannot say for certain.

Do you mean by that that you never knew who prepared the papers, or that you did know and have forgotten?—Perhaps Mr. Hastings told me, but I am not quite certain about it.

Have you forgotten that you paid Messrs. Hastings & Hastings the bill for Allana's bankruptcy?—I remember the Court making an order, asking me to pay the costs.

Did you or did you not pay Messrs. Hastings & Hastings costs?—I did.

His Worship—On the order of the Court? Witness—Yes, I said so.

Mr. Hett—Can you suggest why the Court should make you pay the costs of Allana's bankruptcy?—I cannot.

And you paid Messrs. Hastings & Hastings for the costs of the application for Allana's discharge?—I might have paid it on his account. I remember he told me he had no money in hand.

I suppose if you paid it on his account you would debit it in your books?—It should be debited against his wages.

A book was handed to witness, which he examined, and stated that there was no debit for this item.

Whose handwriting is that?—Moosa's. And it must be Moosa's mistake.

You made a definite arrangement with Allana that he was to receive \$50 or \$75 a month?—Yes.

He could take \$50 or \$75 as he liked?—No. After a few months his salary was to be raised to \$75.

When did you raise his salary to \$75?—It was not raised at all. After July I had to send him away for not attending to the shop, and because he visited his houses. Then he came and told me he was sorry for what he had done, and wished to know if I would give him proper wages if he would work honestly. I told him I would pay him \$50 a month and give him 35 per cent. of the net profits.

Despite the fact that Allana's salary was \$50, he drew a great deal more, didn't he?—Yes.

Eventually when you discharged Allana you bought him a ticket to Bombay and paid him a sum of money?—Yes.

How much money did you pay him?—Over \$200.

You knew on that date that you paid him \$200 odd, and you knew that he had embezzled \$250?—Yes.

How much did the ticket to Bombay cost?—\$220 odd.

You also promised to give Allana \$250, didn't you?—No.

Did you promise to give him a promissory note for that amount?—No.

Did you sign a note for that amount?—No. I dare not hand this note over, but I swear on the head of my child that I will forward this to you in India?—No.

Was there ever any suggestion that you should sign a promissory note?—No.

Did you hear Moosa's evidence in the Supreme Court about the note you refused to sign?—No. This is the first time you have heard the suggestion of this note for \$250?—Yes.

You swear that?—Yes.

You are not telling the truth. Is your memory coming back?—My memory is all right.

When did you first discover that Allana had embezzled your money?—About August 19th, 1909.

Did Moosa make you a present of his part of the business of Allana & Co.?—No.

Was Moosa working for you?—No, he was a friend.

Half the business of Allana belonged to Moosa, didn't it?—You may say so, but it did not.

Did Moosa pay you anything for his board and lodging?—No, he looked after the business.

How did you find out Allana had embezzled \$250?—Moosa told me.

When did you first hear of the embezzlement of the watch and chain?—Moosa told me some time in May, 1909.

After further evidence the hearing was adjourned.

—How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.



## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. A. W. Brown (Registrar-General), Mr. A. Shelton Hooper, Colonel Bedford, Dr. G. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Tse, Dr. Pearce (A.M.O.H.) and Mr. W. Bowen Rowlands (Secretary).

## HOUSE CLEANING IN THE VILLAGES.

The President moved the following resolution standing in his name:—That the Board define the whole of Aberdeen, Quarry Bay, and Shaukiwan, Sai Wan Ho and the adjoining villages as districts within which officers of the Sanitary Department shall make a house to house visitation for the purpose of cleaning the houses contained therein in accordance with No. 1 of the bye-laws governing the 'Prevention and Mitigation of Epidemic, Endemic or Contagious Diseases' made under section 16 of the Public Health and Buildings Ordinance, 1903-1909. He added that the resolution was brought forward to enable the Department to carry out a systematic house cleaning, chiefly in Quarry Bay and Shaukiwan as well as Aberdeen. Now that Shaukiwan was growing as it was, it was essential that the Department should carry out house cleaning, and he proposed that it be undertaken by the inspectors of Districts Nos. 1 and 2, in which districts the houses were usually of one storey, and the inspectors got over their work more quickly than those in the other districts. They could easily take in Shaukiwan.

Mr. LAU CHU PAK—Is the system to be the same as in the city of Victoria?

The President—Yes. Only we will not be so severe as to nuisances.

Mr. LAU CHU PAK seconded, and the motion was agreed to.

## IMPROVEMENTS AT ABERDEEN.

A minute by the Head of the Department relative to the construction of a small market and slaughter-house at Aberdeen was submitted.

The Registrar-General agreed as to the advisability of the slaughter-house, but expressed the opinion that Shaukiwan should have the preference for a market.

The President stated, with reference to the Aberdeen market, that resolutions had been before the Board before, and he thought the Board was unanimous that a market was required at Aberdeen, however small it might be. Regarding Shaukiwan, there were two markets there, and in the market to which he presumed the Registrar-General referred, there were certain stalls still unlet. There were also some market stalls which had been there for a long time, but he agreed that it would be much better if those market stalls could be taken down and the market extended. "And it is advisable," asked the President, "to appoint a small committee to consider which places the best claim?"

The Registrar-General—Oh, no. I am quite content with drawing attention to it.

The President—I might bring forward some schemes for the enlargement of the Shaukiwan market at the next year's estimates, also for the market at Aberdeen. "I propose that a small market and slaughter-house be constructed as soon as possible at Aberdeen."

Mr. Hooper seconded, and the motion was agreed to.

## MALARIA AMONG THE TROOPS.

Colonel Bedford wrote a letter to the Board relative to malaria among the troops, and at the same time forwarded a memorandum concerning malaria in the garrison which he had circulated to commanding officers. He took the opportunity of expressing his thanks to the Board for the valuable help afforded in improving the condition of affairs at Shaukiwan. He thought they would agree with him that the results were most encouraging. With reference to the Sanitarium, he was of opinion that malaria would still be rife there were it occupied during the summer and autumn until the whole condition of the large and extensive nullah which runs down from Magazine Gap towards Aberdeen which passed under the Sanitarium Barracks had been taken in hand and remedied, but that of course was a big undertaking.

In the course of the memorandum Colonel Bedford said he was now happy to state that the figures for the year 1909 showed a most gratifying comparison with those of the year previous. The number of admissions for malarial disease fell from 515 in 1908 to 268 last year, or a diminution of practically half. These figures compared most favourably with those of the year which hitherto carried the palm for the smallest malarial admission rate in the whole history of the Garrison, viz., 1907. The admission rate for that year was 196 per 1,000 of the strength, whereas the rate for last year was only 134 per 1,000; or, taken at the present strength of the European Garrison (to which these figures only applied) they represent a decrease of more than 100 admissions for malarial diseases compared with the former lowest record in the history of this Command. Referring to the improvement in the cantonment at Lyemung, Colonel Bedford stated that the admission rate had fallen to 330 per 1,000 from 760 in 1908. This improvement was as startling as it was gratifying, for it must be remembered that the great improvements effected at Shaukiwan and its environs were not completed until six months of the year had passed. If they looked at the chart appended they would see that there was a rising in Singapore, Ceylon, India, Mauritius and West Africa, whereas Hongkong's column had shrunk considerably. We were beginning to wipe out the incubus so long attached to Hongkong of being one of the most unhealthy stations at which British troops could serve.

Colonel Bedford indicated in detail how the preventive measures should be rigidly maintained, mentioning incidentally that as the result of earnest representations from this Command the War Office had now sanctioned a considerable

increase in the reserve of mosquito nets. It was only by constant and unremitting care that the incursions of the enemy could be kept at bay. The letter was laid on the table.

## BAY-CATCHING IN KOWLOON.

During the month of January, according to the report of the Medical Officer of Health, 1,462 rats were taken in old Kowloon, giving a daily average of 47.8, and 97 were taken in Kowloon City, giving a daily average of 3.1, which figure showed a great improvement on preceding returns.

## APPLICATIONS FOR W.C.'S.

A number of applications for W.C.'s were submitted from various parts of the city. Hon. Mr. Hewitt insisted that no such application be granted unless there was an independent water supply. One application was with respect to the Horse Repository at Causeway Bay.

Dr. FITZWILLIAMS—I don't think that while sewage boats are forbidden to dump refuse in the harbour the Board should allow sewage to be discharged into Causeway Bay, where the tide is even less efficient to sweep it out to sea. Hon. Mr. HEWITT—Nightsoil should not be discharged into Causeway Bay.

Colonel BEDFORD thought it was straining at a gnat and swallowing a camel. There were thousands of sampan dwellers in Causeway Bay, and yet this question only involved half a dozen people.

The President pointed out that the sampans were only there during typhoon time.

Colonel BEDFORD said whenever he passed he saw numerous sampans. He often amused himself while waiting for the tram by watching the people.

Mr. HOOPER said in this instance he did not think it advisable to increase the discharge close to that road. If it were possible to carry it out beyond the wall he would have no objection.

The application was referred back to the applicant to inquire whether he would carry it further out to sea.

## COMPLAINTS AGAINST CONTRACTORS.

The report submitted by the committee appointed to inquire into and deal with complaints made against the sanitary department contractors stated that on February 1st the committee dealt with two sets of charges: (1) Against the city conservancy contractor, (2) against the Shaukiwan conservancy and scavenging contractor. With reference to No. 1 they found the charges proved and fined the contractor a total of \$25. With regard to No. 2 they found these charges also proved and imposed fines amounting to \$20.

The report was laid on the table.

## CLOSING OF A WELL.

Correspondence was submitted relative to a well on Kowloon Island Lot No. 50.

Mr. SHELTON HOOPER—I am against permanently closing. I think the better course would be to ask the owner to show cause why it should not be closed.

Hon. Mr. E. A. HEWITT—The well should be filled in, and at the cost of the responsible owner.

Mr. LAU CHU PAK—I agree with Mr. Hooper. The well may be used for the same purpose at a future date.

The President quite agreed that it would be advisable to keep wells open provided they were not used for dumping rubbish in. But in this case it appeared that the owner had entirely given up all claim to the well, and it was simply used as a dumping place for all kinds of filth.

The Assistant Medical Officer of Health stated that the well in question was more like a soak than a well at present. It was a well and a soak at the same time. It was a well and a soak at the same time. It was a well and a soak at the same time.

The President said they could only have served notice on them for having a filthy well, but it was for the Board to decide whether it was worth while serving notice on the owner to have the well cleaned out, or to have it filled in. Apparently, it was not a well at all, but a cess-pool.

Mr. HOOPER said it was misused as a well at present. Personally, he was very much in favour of keeping wells open as they were useful in cases of fire when there was an intermittent water supply, and were also useful for cleansing purposes. He thought the best thing would be to write a letter to the owner calling his attention to the insanitary condition of the well, and asking him if he was prepared to put it in a sanitary condition and to keep it covered. Otherwise, the Board would have to close it.

The President thought it was a good suggestion to give the owner a chance first of putting it right. If this was not done the Board could exercise its power and close the well. The matter was postponed until the owner had been written to.

## THE WATER SUPPLY.

The Government bacteriologist, in his analysis of the public water supplied for the month of January, said there was a possibility of contaminations being washed down the hill-side into the open Albany reservoir. In England and on the Continent it was usual to roof in such reservoirs. The other small reservoirs in Hongkong were roofed in, and he strongly urged the advisability of this being done in the case of the Albany Service Reservoir.

The Principal Civil Medical Officer, writing to the Head of the Sanitary Department on this matter, said:—This report shows how effectively the Albany filter has purified the Tyden water. I concur most strongly in the recommendation that the Service Reservoir should be roofed in.

Mr. SHELTON HOOPER—I quite agree that the reservoir should be covered. I advocated this months ago.

Hon. DIRECTOR OF PUBLIC WORKS—The roofing-in of this reservoir is naturally one of the improvements which the Government contemplates in regard to the water supply. The filter beds have now been extended and improved at a large cost, and plans, etc., are now in hand for the roofing of the reservoir.

Hon. REGISTRAR-GENERAL—The roofing of this reservoir was recommended by Mr. Chadwick, I think. The water seems to flow below the pumping station. How is this? The President—The minute of the Director of Public Works speaks for itself and settles the matter.

Mr. HOOPER—Yes. The REGISTRAR-GENERAL—Is it a fact that the water is dirty when it comes out? The President—Yes. The REGISTRAR-GENERAL—Where does it come from? The President—Something must have got into the reservoir.

Mr. HOOPER—The dust is blown about. The President—I will ask the Director of Public Works if he can give us further information on the subject.

A letter from the Government, granting leave to Dr. Clark to attend the Medical Congress at Manila, was laid on the table.

Mr. HOOPER—The Governor's approval was noted.

Mr. HOOPER said he put "noted" because he understood applications for leave were to come before the Board before going to the Governor for approval.

The President—It was not in order. I regretted that, but this was a question of short leave, and was put through in rather a hurry.

## COMPANY REPORTS.

## THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The report for the past year reads:—

The general managers and consulting committee have pleasure in submitting to the shareholders the forty-first annual report of the company.

1908 Account.—This account shows a profit of \$318,979.30.

Subject to the approval of shareholders it is proposed to appropriate \$81,153.76 for the purpose of inaugurating a reinsurance fund, to add \$21,825.54 to the reserve fund, which will then stand at \$1,460,000, and with the balance of \$216,000 to pay a dividend of \$27 per share.

1909 Account.—The balance at credit of this account is \$426,217.61.

Mortgages.—From the reports and valuations made by the company's surveyors, the general managers and consulting committee are satisfied that the properties held by the company form satisfactory security for the advances made.

Consulting Committee.—In accordance with Section 13 of the Articles of Association, the Hon. Sir Paul Chater, C.M.G., Messrs White, Mainland and Gabbay retire, but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs W. Hutton Potts and H. Percy Smith, F.C.A.

JARDINE, MATHESON & CO., LD., General Managers, Hongkong Fire Insurance Co., Ltd.

## BALANCE SHEET, 31st DECEMBER, 1909.

LIABILITIES.	
Capital, 8,000 shares of \$250 each	\$2,000,000.00
Reserve fund	1,439,174.46
Unclaimed dividend	16,332.08
Accounts payable	63,243.33
Working account, 1908—Net profit	318,979.30
Working account, 1909—Amount brought forward from below	426,217.61
	\$2,662,946.81

ASSETS.	
Cash on current account with Hongkong & Shanghai Banking Corporation	\$95,282.11
Cash in hands of general managers	341.40
Fixed Deposits	1,439,174.46
Hongkong & Shanghai Banking Corporation	350,000.00
Chartered Bank of India, Australia & China	50,000.00
Mercantile Bank of India, Limited	50,000.00
International Bank	25,000.00
Big Corporation	25,000.00
	175,000.00

Mortgages—	
In Hongkong	1,180,549.99
In Shanghai	737,312.79
	1,917,862.78
Leasehold property	5,000.00
Japanese Government Deposit	—
Consolidation bonds	\$19,277.51
Imperial bonds	45,376.28
War bonds	17,794.62
	82,448.41

Chinese Imperial Government Loan 1886	\$17,871.62
Shanghai Land Investment Company, Limited, debentures	27,586.20
Shanghai Club debentures	26,666.67
Hongkong Hotel Company, Limited, debentures	52,000.00
Accounts receivable	124,124.49
	217,887.62
	\$2,662,946.81

WORKING ACCOUNT, 1908.	
Losses and claims	\$128,894.67
Charges	54,854.97
Remuneration to consulting committee and auditors	4,850.00
Commissions	50,006.23
Exchange	2,871.51
Balance as above	318,979.30
	\$540,456.73

Net premia received, less returns and reinsurance	\$378,388.73
Interest	16,979.00
Transfer fees	89.00
	\$540,456.73

WORKING ACCOUNT, 1909.	
Losses and claims	\$33,341.61
Charges	34,475.42
Commissions	52,344.35
Exchange	5,542.37
Balance as above	426,217.61
	\$551,921.32

Net premia received, less returns and reinsurance	\$384,984.05
Interest	167,135.87
Transfer fees	102.00
	\$551,921.32

## PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

January 28th.

## THE FLOOD DISASTER.

The river Seine—the cause of so much appalling disaster since nearly a fortnight—has not subsided a minute too soon. Had the awful floods continued, it is quite certain that Paris would have become an island. Never have such disastrous floods been witnessed in this city. Through our fears have been slightly lessened by the official report that the crisis of the flood is apparently over, the situation is still most critical. Apart from the enormous amount of damage done everywhere both in Paris and the suburbs—and one must be on the spot in order to realise the full extent of it—we are now threatened with a fresh national disaster in the form of famine and fever. The latter epidemic was inevitable after what happened. For a solid week nothing but scenes of terror and despair have been witnessed in this otherwise gay capital. Firemen, watermen, sailors and soldiers, including the police, worked like heroes day and night rescuing people from their inundated homes. All traffic is actually suspended, business is at a standstill and thousands are out of work and starving. Railway stations, factories, hotels, Government offices, and endless private dwellings are under water and deserted. Several of the sewers have burst, while in several of the cemeteries coffins have been washed out of their graves and are floating about the torrent in company with drowned cattle, barrels of wine, tons of furniture, barges and boats. Last Tuesday Parisians really thought the end of the world was near; what with the Seine rising higher and higher every minute, its torrent sweeping everything before it and invading practically every crook and corner of the city, a blinding snow-storm, thunder and lightning, and the whole city in darkness, it was enough to frighten anyone. The people were conveyed to places of safety as quickly as possible, and thanks to the heroism displayed, and the smart work of engineers in constructing pontoons and boats, very few lives were lost. The Pantheon and several other Churches were turned into shelters. The damage is estimated at \$40,000,000, and this does not appear to be exaggerated considering the ruins staring one in the face everywhere. Of course France is a wealthy country; should she need financial help she has only to ask for it when it will be at once forthcoming, as all countries will be only too willing to help her in her present trouble, which has begun so soon this year.

Provided it ceases to rain and snow, further danger to life and property is not anticipated. However, there is the question of famine hovering over Paris, as it is impossible to reach the city either by rail or road or water. President Fallières was one of the first on the scene and to make a tour of the flooded area in an iron barge. For a whole week this city has been at the mercy of its insidious enemy, while the feeling of terror which pervaded all hearts was greater than at any time since the dark days of the Revolution. The authorities in spite of their willingness were as helpless as the crowds of numbed and gloomy apoplexy who kept watching the rising yellow torrent. The Municipal Council is doing all it can to facilitate the entrance of food supplies. There is still a greater danger to be combated, namely, the preventing of an outbreak of fever. The serious problem of the disposal of the dead is engaging the immediate attention of the sanitary authorities. There are actually many bodies remaining unburied, and these it is feared will contribute to an epidemic. It is impossible to either get near the cemeteries or to bury the bodies, as the coffins would only be washed out of their graves the next minute. Paris actually resembles Venice, as boats are the only things one can get about in. The Pont d'Alma, which at one time was so near being blown up by dynamite, has happily not had to suffer that fate; it is surprising how other beautiful bridges stood the onslaught. The surface current of the mad river Seine is still running at a speed of 15½ miles an hour, while the water in the bed itself is rushing along at a rate of 25 miles and more an hour with a devastating force that is positively frightful. In the outlying districts small hamlets and villages have been entirely swept away, resources sent to the spot have not returned, and the gravest fears are entertained. It is gratifying to learn that it has been possible to avert a famine. The rise in prices at the central markets is pretty general, but seems due rather to speculation than to scarcity of foods. The work of feeding Paris is evidently less difficult than was feared. Meat has risen 4½ per cent, common vegetables, such as cabbage and potatoes, 30 per cent; fruit, 30 per cent; butter, five pence a pound; eggs, 50 francs a thousand. The big grocery establishments have had a great run on their resources, many customers giving orders of 500 and 600 francs. The Syndical Chamber of Bakers says there is no danger of a bread famine; prices have gone up in a few cases. If only fever can be fought, all will be well. The work of reconstruction will begin as soon as possible.

## "CHANTELOER."

The reason given by M. Edmond-Rostand for further postponing the first representation of "Chanteleir" from to-morrow until Tuesday next is that he is unwilling that his new play should make its appearance at a moment of national mourning. Everything had been prepared for the production of "Chanteleir" to-morrow, and the Premier or Dress Rehearsal promised to be a huge success, as every seat amounting to \$25,000 has been booked long ago the house, so to speak, had been sold out for fabulous prices. Now the floods which are

paralysing Paris have necessitated a fresh postponement. How many more times are we to be disappointed over this play? In the present case M. Rostand's motive is so human that one does not care to say much. All being well, the curtain will rise on "Chanteleir" at the Theatre de la Porte St. Martin either next Monday or Tuesday. What is to be the fate of "Chanteleir"? It has so often been postponed that some look upon the new play as doomed in advance. This is hard to say, and it is to be hoped will not be the case. Nine years have come and gone since it was first heard of, and public interest in the unknown play has been fostered by an extraordinary series of postponements in its production.

## TO BEAUTIFY PARIS.

Out of the \$26,000,000 which the Municipality has been authorised to borrow for bringing Paris up-to-date \$17,500,000 is to be spent on street widening and new thoroughfares. Something less than a third of that sum is to be devoted to the improvement of the water supply of the city. The enormous expenditure is to be spread over eighteen years at the rate of \$2,000,000 a year. A large portion of the new loan (\$3,640,000) is to be devoted to the construction of new schools and the improvement of the old, bringing them up to modern requirements as regards sanitation and air space. This expenditure is rendered necessary by the suppression of a number of Church schools. Over \$2,000,000 is to go in bricks and mortar at the Central Markets. The sum of \$1,600,000 is to be expended on re-building the slaughter-houses of the City—another very important reform. Two millions go to new hospitals. The care of the sick has not been scientific in the past; the buildings are abominably old and dirty, and most inadequate to the purposes for which they are intended. They are to be reconstructed on modern hygienic lines, model workmen's dwellings will absorb \$1,200,000; new street paving will take \$1,760,000. Finally, \$1,700,000 is to be given to local municipal architecture, the building of mayoral offices in the arrondissements. This is the outline of the great scheme which, in a dozen or twenty years, is to make Paris more than ever beautiful. No fresh burdens will fall upon the people as a result of this gigantic enterprise. It is to be covered by a loan which, under the lottery system, is always taken up in Paris.

## KAISER AND PRESIDENT.

"Coming events cast their shadows before them." It is rumoured in diplomatic circles, says *Le Gil Blas*, that a letter bearing M. Fallières' seal was recently conveyed to the German Emperor, through the medium of the French Ambassador in Berlin. In this letter President Fallières is said to have explained that, personally, he would be greatly pleased to have a meeting with His Imperial Majesty, but that circumstances were not yet of such a nature as to favour a project for an interview, adding that for the present one must be contented that Franco-German relations remained satisfactory, leaving the future to do the rest. It would not surprise anybody if King Edward "the Peace Maker" succeeded in arranging an early meeting.

## ALIENS IN PARIS.

It is an exaggeration for people to persist in saying that there are more foreigners resident in Paris than provincials. The latest statistics show that this is entirely a mistake, for the foreign element all told does not much exceed one million. Of the nationalities represented, we find that there are 330,000 Italians, 223,000 Belgians, 90,000 Germans, 80,000 Spaniards, 72,000 Swiss, 37,000 English, 22,000 Luxembourgeois, 16,000 Russians, 16,000 Americans, and 12,000 Austrians and Hungarians.

## FRENCH INTEREST IN BRITISH POLITICS.

Commenting on Mr. Asquith's change of front on the Home Rule question, *Le Temps* expresses some surprise and asks why Ireland should be given such a cold shower, bath in the middle of the General Election. It suggests as an explanation that as the Irish fish have already been caught in the constituency polls, the bait may now be dispensed with. If the Liberals really promulgated this manoeuvre and should fall when the time comes to prove their good faith, *Le Temps* is of opinion that the Irish will make them pay dearly for this volte face. All prospects point now to the Irish being in a position to do so, as they are really the true masters of the critical situation. Those who will rule the next Parliament will be neither the Liberals nor the Unionists, but the Irish Nationalists. Who would have ever thought it? The interest taken by the French in the British Elections shows no signs of abating; as the end draws nearer, they become more deeply interested. It is the prevailing opinion in France that a new Parliament cannot possibly last long and that another General Election is only a question of time.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 1st at 11.55 a.m.—The barometer has fallen slightly on the N.E. coast of China, and risen elsewhere, particularly over Japan and S. China.

Pressure is highest over the Yangtze valley. It is still low over the Pacific to the N.E. of Japan, and in the neighbourhood of the Bonins.

Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—N.E. winds, Hongkong & Neighbourhood, fresh; drizzling rain or mist.

Formosa Channel, Same as No. 1.

South coast of China between Hongkong and Lamooka, Same as No. 1.

South coast of China between Hongkong and Hainan, Same as No. 1.

## MACAO.

The Government is again advertising for tenders for the two principal monopolies—the Opium Farm and the Macao Lottery. When the opium farm was put up to tender on the last occasion an offer of \$141,700 was made for it, but the Government declined to accept any offer below \$150,000. Three times tenders have been invited for the lottery, but none have been forthcoming.

It is reported that Macao is shortly to have a wireless telegram installation, and that the cost is to be defrayed out of the funds which were raised a few years ago for the reconstruction of the church of St. Paulo. The amount raised fell far short of the sum required.

## CONFIDENCE IN THE FUTURE OF THE PHILIPPINES.

The Manila *Cablenews* says:—

We are having gratifying evidence of increased confidence in the future of the islands day by day in the form of large investments of American capital in unimproved agricultural lands. First, we recorded the purchase of 50,000 acres by the Poles Syndicate in Mindoro, to be followed, as announced in the *Cablenews*, American yesterday, by the purchase of an estate of 11,000 hectares in Nueva Ecija by a western syndicate represented by Judge D. Williams, and the promise of an investment along the same lines equal to that of the Poles Syndicate by Messrs. H. & P. Dillingham Co., Ltd., of Honolulu.

It must be remembered that while the purchase of lands represents over two millions in pesos, the development of these properties will probably exceed ten millions within the next few years. There can be no doubt that the Payne Bill is responsible for the interest excited and that capital has only commenced to realise the possibilities for well directed investment here. It may also be said that most of this land had been secured for sugar. This means that soon tobacco growing will receive attention and more millions be attracted to the islands to develop that industry.

It is most gratifying to the pioneers in the Philippines, after more than a decade of waiting and hoping, that their claims for the islands are being substantially recognised. The ugly misrepresentations spread broadcast throughout the world regarding the islands have not all been dispelled, but now that we have substantial interests on the ground, we may rely upon securing a more substantial hearing for our claims.

The field here is open to capital desiring large returns on investment in almost every industry. Few if any of the small native industries are organized. It will take money and brains to accomplish this, but the reward will surely astonish the successful organizer.

There is not a product of the islands that is not in demand in the United States. We can grow any tropical product successfully, yet a glance through our exports will show that almost every opportunity to meet the demand has been neglected. We even import rice, while we might export it were the cultivation of this product given the attention it deserves.

There are large dividends awaiting the successful rice farmer in the Philippines. Then there is coffee, cacao, pineapples, lemons, oranges, bananas, and a hundred other products that might be mentioned indigenous to the islands, the growing of which is only carried on to such a limited extent that the local demand is not fully supplied, when we should be exporting.

We believe we are entering on a new era in which the islands will have the benefit of plenty of capital well directed.

THE MANILA CARNIVAL BALANCE SHEET.

It has been decided by the stockholders to have another Carnival at Manila next year. A meeting of the stockholders last week the report and financial statement of Mr. Nolting, the secretary-treasurer of the association, was presented. This may be summarised as follows: May 14, when Mr. Nolting became secretary, there was in the treasury P265.75 and liabilities left over from last year amounting to P56,019.73. At present all outstanding indebtedness carried over from last year has been met and the expenses of this year's Carnival paid. The cash on hand amounts to P17,010.26; accounts receivable to P7,785.33; property on hand at low estimate, P11,889.41, making a total of P36,684.90. Against the latter sum there are a few accounts payable for which bills have not yet been presented amounting to P749.50. This report was accepted and the directors thanked by a unanimous vote.

TSING



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special notices matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 53. Telephone No. 12. Telegraphic Address: Press Codes: A.B.O. 5th Ed-Liebert.

## NEW ADVERTISEMENTS

## WANTED.

A CHINESE CLERK, with experience of General Office routine, and competent Typewriter. Apply by letter to— "518," Care of "Daily Press" Office, Hongkong, 2nd March, 1910. [352]

## E. 518 E.

## NOTICE.

IT IS HEREBY NOTIFIED that, on and after MONDAY, the 7th March, the Supply of Water to the Rider-main Districts will be controlled by bringing the Rider-main into operation and that the Water will be turned on to each Rider-main Daily for Two Consecutive Hours. Information as to the hours of Supply to any Particular Property may be obtained on application at the Office of the Water Authority or Registrar-General or at the Tang Wah Hospital.

W. CHATHAM, Water Authority, Public Works Department, Hongkong, 23rd February, 1910. [349]

## HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW  
IN THE  
BOTANIC GARDENS,  
ON  
TUESDAY, 8th MARCH.  
Open 2 P.M. to 6 P.M. Admission 51.  
The Prizes will be distributed at 5 P.M.  
ON  
WEDNESDAY, 9th MARCH.  
Open 10.30 A.M. to 3 P.M. Admission 50 cts.  
3 P.M. to 6 P.M. Admission 20 cts.  
Children Half-Price.  
Tea will be obtainable on the Grounds.  
By Permission of Col. PRIOR and OFFICERS  
the Band of the 13th Rajputs will play on both  
days from 2.30 to 6 P.M.  
Hongkong, 2nd March, 1910. [350]

## CANADIAN PACIFIC RAILWAY CO.

## FOR VANCOUVER.

THE Steamship  
"KUMERIC."  
FROM HONGKONG,  
ON SATURDAY, the 12th MARCH.  
FOR VANCOUVER DIRECT.

To be followed by the  
AYMERIO ..... 7th April.  
SUVERIO ..... 5th May.  
OCEANO ..... 2nd June.  
KUMERIC ..... 30th June.  
Bills of Lading issued to Victoria, Vancouver and Oregan Ports in Canada and the United States, also West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 2nd March, 1910. [351]

S.S. "TOKIN."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Corduna" and "Madon," from Salonique ex s.s. "Sidon" from Bordeaux ex s.s. "Verbeekmoes," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. 28th Feb., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 7th inst. at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 8th inst., or they will not be recognized. All damaged packages will be examined on the 7th inst., at 3 P.M. No Fire Insurance has been effected. P. THOMAS, Agent, Hongkong, 28th February, 1910. [3]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 28SG. at \$6.47 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.  
Inspection Invited.  
WM. SCHMIDT & Co  
Hongkong 26th October, 1906. [1314]

## PUBLIC COMPANIES

## HONGKONG FIRE INSURANCE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (Noon) on WEDNESDAY, the 9th March.  
The TRANSFER BOOKS of the Company will be CLOSED on the 23rd February to the 9th March, both days inclusive.  
JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 16th February, 1910. [297]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.  
The TRANSFER BOOKS of the Company will be CLOSED from 25th February to 10th March, both days inclusive.  
By Order, H. F. HICKMAN, Acting Secretary, Hongkong, 17th February, 1910. [300]

## HONGKONG &amp; KOWLOON WHARF &amp; GODOWN CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs JARDINE, MATHESON & Co., Ltd., on SATURDAY, 12th March, at 12.30 P.M., for the purpose of receiving the Directors' Report and the Statement of Accounts for the year ending 31st December, 1909.  
The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 12th March, both days inclusive.  
EDWARD OSBORNE, Secretary, Hongkong, 26th February, 1910. [336]

## THE CHINA-BORNEO CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, 5th George's Building, at Noon, on TUESDAY, the 15th March, 1910, for the purpose of receiving a Statement of Accounts to the 31st December, 1909, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.  
The TRANSFER BOOKS of the Company will be CLOSED from the 1st March to the 14th day of March, both days inclusive.  
THE CHINA-BORNEO CO., Ltd., W. G. DARBY, General Manager, Hongkong, 28th February, 1910. [346]

## GREEN ISLAND CEMENT CO., LTD.

## LOST.

CERTIFICATE of 50 Shares standing in the Register of this Company in the name of Wong Yek has been LOST.  
Scrip No. 8991-188695/188742-50 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.  
SHEWAN, TOMES & Co., General Managers, Hongkong, 18th February, 1910. [339]

## INSURANCES

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital ..... £5,000,000  
Subscribed Capital ..... 3,275,000  
Paid-up Capital ..... 1,212,500 0 0  
II. Fire Funds ..... 3,204,753 7 10  
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & Co., Agents, Hongkong, 15th January, 1909. [308]

## GENERAL AGENCY.

## ENGLISH FIRE INSURANCE COMPANY, LTD.

(London) of first-class standing and Capital is open to consider offers of re-insurance in Hongkong.  
Applicants must state the name of the Company they at present represent, and their experience for the last few years, also references.  
Address: FIRE, Care of Messrs. G. STREET & Co., Ltd., 30, Cornhill, LONDON, ENGLAND. [344]

## ACCIDENT AND SICKNESS INSURANCE.

THE GENERAL ACCIDENT, FIRE and LIFE ASSURANCE CORPORATION LIMITED, is prepared to extend the benefits of its well-known "Home" Policies to Hongkong. Fire Risks also Accepted at Current Rates. For Prospectus and Particulars, apply to— W. G. HUMPHREYS & Co., Agents, Hongkong, 18th January, 1910. [187]

## GRACA &amp; CO.

27, DES VOUEX ROAD, Dealers in

## ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUES for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Pseudo-Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.  
Inspection Invited. [110]

## DAVID CORSAE &amp; SON'S

MERCHANT NAVY BOILED LONG FLAX BELLAISON CROWN TARPULING ARNOLD, KARSBERG & CO Sole Agents, Hongkong, 8th December, 1909. [1494]

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MERCHANT NAVY BOILED LONG FLAX BELLAISON CROWN TARPULING ARNOLD, KARSBERG & CO Sole Agents, Hongkong, 8th December, 1909. [1494]

## NOTICE TO LET

## TO LET—FURNISHED.

THE GROVE, MACDONNELL ROAD, Hongkong, 8-Roomed House, fitted with Electric Light, detached Servants' Quarters and Tennis Court, from 1st May, 1910. Apply to— PERCY SMITH & SETH, Hongkong, 17th January, 1910. [159]

## TO LET.

NOS. 52 and 69, CAINE ROAD. Apply to— HO U MING, 81, Queen's Road Central, Hongkong, 8th December, 1909. [96]

## TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st March, 1910. [89]

## TO LET—FURNISHED.

"TANTALLON," 125A, BAKER ROAD. Rent \$225 per Month. Seen by appointment only. Apply to— GODDARD & DOUGLAS, Hongkong, 9th December, 1909. [100]

## TO LET.

FIRST FLOOR of No. 4, Des Vaux Road, recently vacated by Institution of Engineers and Shipbuilders. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. DAVID SASSOON & Co., Ltd., Hongkong, 24th January, 1910. [95]

## TO LET.

GODOWN, No. 4, Freya, Kennedy Town. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st March, 1910. [90]

## TO LET.

NOS. 19, 23 and 25, SHELLEY STREET, new 5-Roomed Houses. No. 9, BEACONSFIELD ARCADE (Shop). BEACONSFIELD ARCADE, 1 Room on 1st Floor, suitable for Office. From 1st March, 1910, for one year, a NEW 5-ROOMED BUNGALOW, at junction of Kennedy Road and Wanchai Gap. For 6 months from 1st May, 1910, MOUNT GOUGH, 119A Peak, Flatland Road, Fully Furnished, 2 Sitting Rooms and 4 Bed and Bath Rooms, and use of Tennis Court with others. PREMISES at SHAMSHAN, CANTON, lately in occupation of the Canton Kowloon Railway. CHELTONDALE (furnished), No. 100, Peak, 1st April to 1st October, 1910. The EYRE, No. 13, Peak, Six Rooms, Tennis Court and very large Garden. LADDOCK, No. 9, Conduit Road, from 1st May, 1910. No. 3, DES VOUEX VILLAS, No. 52, Peak, from 1st April, 1910. No. 34, DUDELL ST., 1st Floor, lofty Godown, about 53 feet by 26 feet. HOUSES in BELLILIOS TERRACE, ROBINSON ROAD, newly painted and colored, washed, exceptionally cheap rentals. FOR SALE—TOM CREST, a Peak, commanding a magnificent view of the Harbour and Adjacent Islands. Apply to— LINSTED & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 26th February, 1910. [91]

## TO LET.

GODOWN, No. 52, DUDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st March, 1910. [90]

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FOR SALE  
NAPIER JOHNSTONES  
"SQUARE BOTTLE"  
WHISKY.



BEWARE OF IMITATIONS  
UNVARIED FOR 150 YEARS.  
THE SAME 70 DAY AS IN 1745.  
SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

NOW ON SALE.

HONGKONG HANSAARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

FOR SALE.

THE Cutter Yacht "BRYNHILDE," as  
she lies off An King's, with all Gear and  
Stores, Bidding and Mess Traps on Board.  
Length over all, 42 feet; Beam, 10 feet 3  
inches; Draught, 5 feet.  
Lead keel weighing 7,000 lbs. Teak Built,  
Copper Fastened.  
New Sails, Area about 1,700 square feet.  
Large English-built Dinghy, Three Anchors,  
Chain and Hemp Cables, Two Life Buys,  
Compass, Lights, etc.  
Complete and ready for sea.

LEIGH & ORANGE,  
Princes' Building,  
2, Des Voeux Road Central,  
Hongkong, 31st December, 1909. [106]

FOR SALE.

REMAINING Portions of MARINE  
LOTS 31 and 36, at PRATA EAST.  
Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD  
IN LOTS TO SUIT TENANTS OR  
PURCHASERS.  
MARINE LOT  
No. 285  
EXTENSIVE WATER  
FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., Ltd.,  
Engineers, &c.,  
PRATA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-108]

THE HONGKONG MILLING CO., LTD.  
(IN LIQUIDATION).

FOR SALE, with immediate possession, all  
the lands comprising the HONGKONG  
MILLING COMPANY'S Estate at Junk Bay, with  
the exception of the lot on which the Mill  
Buildings are erected. The Property for Sale  
includes New Kowloon Marine Lot No. 5, New  
Kowloon Farm Lot No. 5, New Kowloon  
Inland Lots Nos. 31 and 32 and Sai Kung  
Inland Lot No. 5; all the above except Sai  
Kung Inland Lot No. 5, are situated on the  
South side of Junk Bay, about nine miles from  
the City, having sea frontage of about 2 1/2 miles,  
with deep water. Junk Bay is well sheltered  
and a recognised refuge for large ships in  
typhoon weather. Sai Kung Inland Lot  
No. 5 is situated about 400 feet above the  
level of the sea and has a reservoir of about  
five acres with a dam about 35 feet high.  
There is in the driest time of the year a flow of  
about 250,000 gallons of water per day, and an  
average supply of about 1,000,000 gallons a day.  
There are three well-built bungalows on the  
property. A Police Station is erected on a  
prominent spur commanding a view of the whole  
property. Further particulars of the property  
may be obtained from the Undersigned, to whom  
offers should be addressed not later than the  
11th March. The Undersigned does not bind  
himself to accept the highest or any offer for  
the property.

HORACE PERCY SMITH,  
Chartered Accountant,  
Official Liquidator,  
5, Queen's Road Central,  
Hongkong, 25th February, 1910. [329]

SINGON & CO.

IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale  
and Retail. Ironmongers, Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Shipchandlers. Nos. 35 & 37, HING  
LOONG STREET, (2nd Street, west of Central  
Market) Telephone No. 315. [383]

A LING & CO.,  
19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1327]

A GOOD SET  
OF TEETH

is of the greatest importance to everyone  
for the sake of health and appearance.

ROWLAND'S  
ODONTO

Thoroughly Cleanses the Teeth from all  
impurities, Whitens and Preserves them,  
Prevents the Formation of Tartar, Pre-  
vents and Arrests Decay, and gives a  
Pleasant Fragrance to the Breath.

Contains Nothing Gritty or Acid, 2/6  
per box. Sold by Stores, Chemists,  
and ROWLANDS, 49, Hatton Garden,  
London.



NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD BREMEN  
IMPERIAL GERMAN MAIL LINE.  
NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception of  
Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra-hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, and West  
Point Godown, whence delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 2nd Mar. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 2nd Mar. at 9.30 A.M.

All Claims must reach us before the 6th Mar.,  
or they will not be recognised.

No Fire Insurance will be effected by us.  
Bills of Lading will be countersigned by the  
undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents,  
Hongkong, 23rd February, 1910. [5]

FROM EUROPE.

THE H.A.L. Steamship

"SPEZIA,"

Captain Fass, having arrived, Consignees of  
Cargo are hereby informed that their  
goods are being landed and placed at their risk  
in the hazardous and/or extra-hazardous God-  
owns of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, whence  
delivery may be obtained against Bills of  
Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless  
notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd Mar. will be subject  
to rent.

All broken, chafed, and damaged Goods must  
be left in the Godowns, where they will be  
examined on the 2nd Mar. at 3 P.M.

No Fire Insurance will be effected by us in  
any case whatever.

HAMBURG-AMERIKA LINE,  
Hongkong Office,  
Hongkong, 25th February, 1910. [332]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"FLINTSHIRE"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
hazardous and/or extra-hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company's hazardous and/or extra-hazardous  
Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the goods are landed.

Goods not cleared by the 4th March, at 6 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in  
Godowns, where they will be examined at  
9.30 A.M. on the 3rd March. No Claims will be  
admitted after goods have left the godown nor  
will they be recognised if presented after 10  
days of vessel's arrival here.

Optional Cargo will be landed here unless  
instructions are given to the contrary.

JARDINE, MATHESON & Co., Ltd.,  
Agents,  
Hongkong, 25th February, 1910. [337]

THE BANK LINE LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE and MOJI.

THE above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature and to take  
immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & Co., Ltd.,  
Agents,  
Hongkong, 24th February, 1910. [6]

THE HONGKONG DAILY PRESS, WEDNESDAY, MARCH 2ND, 1910.

NOTES AND NEWS.

THE SMOKE CUP.

Most of us remember the amusing account in  
"Tom Sawyer" of Tom's first pipe and the  
ignominy which befell him and Ben Rogers  
while Huck Finn smoked the pipe of peace, and  
we can all call to mind our first cigar. The  
schoolmaster in a little commune in Zetzingen,  
in Switzerland, is an anti-tobaccoist. If he  
sees one of his pupils smoking, he "keeps in" the  
class in the afternoon. Then he compliments  
the boy on his prowess with tobacco, and pro-  
ceeds to demonstrate before the class. Then the  
boy begins. As the victim becomes pale, the  
laughter arises, and is increased at each shade  
until the hue is greenish. By this time the boy  
has had enough of tobacco, and there and then  
he pledges himself to touch it no more.

"BAA, BAA, BLACK SHEEP."

One of the best stories in connection with the  
history of the King's Speech, and perhaps the  
least dignified, is told of George IV. when  
Prince Regent. That Prince, as we know, says a  
writer in the Strand Magazine, took his re-  
sponsibilities lightly, and on one occasion is said  
to have bet Sheridan 100 guineas that, either  
owing to the magnetism of his personality or  
the flatter which the occupants of the Lords'  
Chamber were in so little attention was really  
paid to the verbal character of the Speech he  
was making that he could make any interpo-  
lation he liked, undetected. The bet was taken,  
and the Prince Regent agreed to introduce the  
words, "Baa, baa, black sheep," in the middle  
of the Speech. "If anybody smiles or looks  
startled," he said, "I shall be damned." The  
ridiculous exploit came off, and the close of a  
weighty allusion composed by Lord Liverpool,  
to Wellesley's difficulties in Spain, the Regent  
cleared his throat, said, "Baa, baa, black sheep,"  
hurriedly and went on, without apparently  
exciting any remark.

AUSTRIAN COURT BALL ROMANCE.

The ball which was specially arranged at the  
command of the Emperor Francis Joseph for the  
younger members of the Imperial Austrian  
House, and took place at the Schönbriunn Palace,  
was (according to a Daily Mail message from  
Vienna) a charming spectacle. The eyes of all  
present were attracted by the Archduchess  
Elizabeth Francis, or "Elza," whose mother,  
the Archduchess Maria Valeria, is the youngest  
and favorite daughter of the Emperor. The  
Archduchess Elza, attired in a simple muslin  
frook, was thought to resemble closely the late  
Empress Elizabeth, after whom she is named.  
Contrary to the original arrangements, the  
Archduchess partner was the Archduke Charles  
Francis Joseph, the young heir-presumptive to  
the throne. The news of this spread rapidly,  
and it is thought to portend that the Austrian  
people's dearest wish—that the grandchild of  
the Emperor Francis Joseph should one day  
share the Austro-Hungarian throne—may be  
fulfilled. The Archduchess is aged eighteen  
and the Archduke twenty-three.

FATHERS, SONS, AND MOTHERS.

One would rather like to know what  
evidence Dr. Spitzka, the American brain-  
specialist, has founded his curious and interest-  
ing theory of the influence of the father's age  
upon the child's mentality. He finds that where  
a father is 30 or under, the children are  
usually "military and aggressive," where he  
is between 40 and 50, philosophers and thinkers;  
and where over 50, philanthropists, moralists,  
or religious. A London contemporary  
assesses the following comment on this:  
No doubt the learned specialist is able to re-  
duce plenty of instances in favour of his con-  
fession. But it occurs to us that they may really  
have no bearing on a question which, if it could  
be settled, would, of course, be of immense value  
in the scientific breeding of the race. It is, at  
any rate, the prevailing opinion that the mental  
and moral qualities come from the mother  
rather than the father, and it is certainly an  
undisputed fact that almost all great men  
have had great mothers.

A TRAMWAY PIONEER.

To Sir Clifton Robinson, who has retired from  
his position as head of the United Electric  
Tramways, and is now on his way to the East,  
London owes a great deal. In spite of the  
opposition of those who thought they saw in  
tramway development a new means of exploiting  
municipal Socialism, he brought the utmost  
ends of Greater London in complete com-  
munication with the centre, and opened up to  
the workers vistas of field and hedgerow. His  
scheme, too, of linking up the trams with the  
tubes has added greatly to the convenience of  
London travel. Not only has Sir Clifton been  
the pioneer of electric traction in London, but  
he has introduced trams in such other  
cities as Edinburgh, Bristol, and Dublin,  
and has carried his enterprise and skill to San  
Francisco and California. He has been  
throughout his life associated with tramways,  
for he began his career on the staff of the late  
George Francis Train, who at Birkenhead  
built the first tramway on this side of the  
Atlantic.

GIRLS FIGHT A DUEL.

A Berlin telegram of the 7th ult. says:—  
A duel between two girl students took place  
yesterday at Prenzlauer, a small village close to  
the Austrian frontier. The combatants, who  
were waiting students in "Grossau," had fallen  
in love with a dashing young man, and each  
named Breitner, who made love to both of them  
in turn, and avoided becoming engaged to either.  
The rivalry for his affections excited violent  
battles, which led to a quarrel and the exchange  
of blows. The two girls considered themselves  
bound by the same rules of chivalry that  
held good among their male companions.  
In these circles blows demand the shedding  
of blood, and a duel is the inevitable con-  
sequence of a hand-to-hand fight. Consequently  
Hanna Breitner, who received the first blow,  
challenged Olga Metzeroff, who struck her,  
by sending two other girl students as her seconds.  
Olga Metzeroff obtained two more girl students  
as her seconds, and the four seconds arranged  
that the duel should take place in German  
territory to evade the Austrian authorities.  
After the duel the combatants and their party  
were to return to Austria in great haste to  
avoid trouble with the German authorities.  
The conditions arranged were pistol shots at  
fifteen paces, to be exchanged until one  
of the two combatants became disabled.  
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cleared his throat, said, "Baa, baa, black sheep,"  
hurriedly and went on, without apparently  
exciting any remark.

AUSTRIAN COURT BALL ROMANCE.

The ball which was specially arranged at the  
command of the Emperor Francis Joseph for the  
younger members of the Imperial Austrian  
House, and took place at the Schönbriunn Palace,  
was (according to a Daily Mail message from  
Vienna) a charming spectacle. The eyes of all  
present were attracted by the Archduchess  
Elizabeth Francis, or "Elza," whose mother,  
the Archduchess Maria Valeria, is the youngest  
and favorite daughter of the Emperor. The  
Archduchess Elza, attired in a simple muslin  
frook, was thought to resemble closely the late  
Empress Elizabeth, after whom she is named.  
Contrary to the original arrangements, the  
Archduchess partner was the Archduke Charles  
Francis Joseph, the young heir-presumptive to  
the throne. The news of this spread rapidly,  
and it is thought to portend that the Austrian  
people's dearest wish—that the grandchild of  
the Emperor Francis Joseph should one day  
share the Austro-Hungarian throne—may be  
fulfilled. The Archduchess is aged eighteen  
and the Archduke twenty-three.

FATHERS, SONS, AND MOTHERS.

One would rather like to know what  
evidence Dr. Spitzka, the American brain-  
specialist, has founded his curious and interest-  
ing theory of the influence of the father's age  
upon the child's mentality. He finds that where  
a father is 30 or under, the children are  
usually "military and aggressive," where he  
is between 40 and 50, philosophers and thinkers;  
and where over 50, philanthropists, moralists,  
or religious. A London contemporary  
assesses the following comment on this:  
No doubt the learned specialist is able to re-  
duce plenty of instances in favour of his con-  
fession. But it occurs to us that they may really  
have no bearing on a question which, if it could  
be settled, would, of course, be of immense value  
in the scientific breeding of the race. It is, at  
any rate, the prevailing opinion that the mental  
and moral qualities come from the mother  
rather than the father, and it is certainly an  
undisputed fact that almost all great men  
have had great mothers.

A TRAMWAY PIONEER.

To Sir Clifton Robinson, who has retired from  
his position as head of the United Electric  
Tramways, and is now on his way to the East,  
London owes a great deal. In spite of the  
opposition of those who thought they saw in  
tramway development a new means of exploiting  
municipal Socialism, he brought the utmost  
ends of Greater London in complete com-  
munication with the centre, and opened up to  
the workers vistas of field and hedgerow. His  
scheme, too, of linking up the trams with the  
tubes has added greatly to the convenience of  
London travel. Not only has Sir Clifton been  
the pioneer of electric traction in London, but  
he has introduced trams in such other  
cities as Edinburgh, Bristol, and Dublin,  
and has carried his enterprise and skill to San  
Francisco and California. He has been  
throughout his life associated with tramways,  
for he began his career on the staff of the late  
George Francis Train, who at Birkenhead  
built the first tramway on this side of the  
Atlantic.

GIRLS FIGHT A DUEL.

A Berlin telegram of the 7th ult. says:—  
A duel between two girl students took place  
yesterday at Prenzlauer, a small village close to  
the Austrian frontier. The combatants, who  
were waiting students in "Grossau," had fallen  
in love with a dashing young man, and each  
named Breitner, who made love to both of them  
in turn, and avoided becoming engaged to either.  
The rivalry for his affections excited violent  
battles, which led to a quarrel and the exchange  
of blows. The two girls considered themselves  
bound by the same rules of chivalry that  
held good among their male companions.  
In these circles blows demand the shedding  
of blood, and a duel is the inevitable con-  
sequence of a hand-to-hand fight. Consequently  
Hanna Breitner, who received the first blow,  
challenged Olga Metzeroff, who struck her,  
by sending two other girl students as her seconds.  
Olga Metzeroff obtained two more girl students  
as her seconds, and the four seconds arranged  
that the duel should take place in German  
territory to evade the Austrian authorities.  
After the duel the combatants and their party  
were to return to Austria in great haste to  
avoid trouble with the German authorities.  
The conditions arranged were pistol shots at  
fifteen paces, to be exchanged until one  
of the two combatants became disabled.  
The four seconds arranged an interval of  
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## SHIPPING.

## VESSELS ADVERTISED AS LOADING.

## SHIPPING IN PORT.

**ARRIVALS.**  
CHINA, American str., 3,168, D. E. Friele, 1st March—San Francisco 1st Feb, General—P. M. S. Co.  
CHIPPING, British str., 1st March—Canton.  
CLARA JENSEN, German str., 1,103, F. Bendig, 28th Feb—Hainan 24th Feb, General—Jensen & Co.  
GLORFALLOCH, British str., 1,434, J. Mason, 28th Feb—Singapore 22nd Feb, General—Joo Tak Sing.  
HOLSTEIN, German str., 895, D. Henk, 28th Feb—Kwang Yen 26th Feb, General—Stone-Jensen & Co.  
KNYSBERG, German str., 645, A. Nijehar, 28th Feb—Hainan and Hainan 25th Feb, General—Jensen & Co.  
LAISANE, British str., 1,544, M. Picknell, 1st March—Saigon 24th February, Rice—Jardine, Matheson & Co.  
NINGCHOW, British str., 5,836, H. Lallen, 1st March—Tacoma and Victoria 26th Jan, Flour and Fish—Butterfield & Swire.  
PATHAN, British str., 3,050, E. A. Chaplin, 28th Feb—Shanghai 24th Feb, General—Dodwell & Co.  
RUBY, British str., 1,619, A. Fraser, 28th Feb—Manila 26th February, General—Shewan, Tomes & Co.  
SUNAL, German str., 907, G. Schlatier, 28th February—Saigon 24th February, Rice—Jensen & Co.  
SUTTER HALL, British str., 2,870, W. J. Johnson, 28th Feb—New York 24th Feb, Case Oil—Standard Oil Co.  
TAKING, Dutch str., 4,577, H. Koops, 1st March—Java 10th Feb, Sugar, Cotton, &c.—Java-China-Japan Lijn.  
WINGANG, British str., Martin March 1st—Waka and Chingking, 24th Feb, General—Jardine, Matheson & Co.  
ZWERNA, British str., 891, A. Ramsay, 28th Feb—Bamang and Palo Lat 17th Feb, Sugar—Yuan Pak Hong.

**CLEARANCES.**  
AT THE HARBOUR MASTER'S OFFICE.  
1st March.  
Clara Jensen, British str., for London.  
Glenfalloch, British str., for Amoy.  
Kang Ping, Chinese str., for Chinkiang.  
Kwang Yen, German str., for Hainan.  
Tona Maru, Japanese str., for Shanghai.  
Wingang, British str., for Canton.

**DEPARTURES.**  
1st March.  
ARMAND BEHIO, French str., for Europe, &c.  
CHENAN, British str., for Canton.  
DAIYA MARU, Japanese str., for Yokohama.  
GERMANIA, German str., for Canton.  
HAYMAN, British str., for Swatow.  
LOONGSON, German str., for Chinkiang.  
MELAP, Dutch str., for Singapore.  
PERCHAUER, German str., for Bangkok.  
THAN, British str., for Manila.  
TONKIN, French str., for Shanghai.

**SHIPPING REPORTS.**  
The British str. Ningchow reports: Rough and strong crossing Pacific.  
The British str. Glenfalloch reports: Fine weather and smooth sea throughout.  
The British str. Luzzow reports: Fine weather to Gap Rock, heavy rain to port.

**VESSELS IN DOCK.**  
March 1st.  
Kowloon Dock—Bio Lima, Persia, Seang Bo, Clam, Kiangtung, Hingang.  
Ookoromatan Dock—Soshi Maru.  
Taikoo Dock—Kinkiang, Union Water Boat No. 8 and 9, Nanchang, Kwelien, Shansi, Tientsin, Kaching, Ichang.

**VESSELS ON THE BERTH.**  
REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALACCA COAST).  
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
"PATHAN" about 28th Feb.  
For freight and further information, apply to DODWELL & CO., LTD., Agents.  
Hongkong, 2nd February, 1910. [251]

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship  
"CARMARTHENSIRE,"  
Capt. R. L. Daniels, R.N., will be despatched as above on or about the 1st March.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.  
Hongkong, 1st February, 1910. [245]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.

THE Steamship  
"LIGHTNING,"  
Captain A. E. Gantles, will be despatched for the above ports on FRIDAY, the 4th March, at Noon.  
For Freight or Passage, apply to DAVID SASSON & CO., LTD., Agents.  
Hongkong, 1st March, 1910. [331]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast).

THE Steamship  
"WELSH PRINCE,"  
will be despatched for the above Ports on TUESDAY, the 8th March, 1910.  
For Freight or Passage, apply to ALNHOLD, KARBBERG & CO., General Agents.  
Hongkong, 1st February, 1910. [246]

"INDRA" LINE, LIMITED.  
FOR NEW YORK.  
(With Liberty to Call at Malabar Coast).

THE Steamship  
"INDRAVELLI,"  
Capt. P. H. Gantles, will be despatched as above on or about the 16th March.  
For Freight apply to JARDINE, MATHESON & CO., LTD., Agents.  
Hongkong, 24th February, 1910. [324]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K," together with the number denoting the section.

1. From Green Island to the Harbour Master's.		2. From Harbour Master's to Hake Pier.		3. From Hake Pier to Naval Yard.		4. From Naval Yard to East Point.	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BIRTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.	
LONDON, ROTTERDAM & ANTWERP.	CARMARTHENSIRE	Brit. str.	—	R. L. Daniels, R.N.	JARDINE, MATHESON & CO., LTD.	About 1st inst.	
LONDON & C. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	R. W. H. Snow	E. & O. S. N. Co.	On 5th inst. at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	JAVA	Brit. str.	—	A. Thompson, R.N.	MELCHERS & CO.	About 9th inst.	
COPENHAGEN & BALTIC PORTS.	INDIA	Swed. str.	—	Mallo	HAMBURG-AMERICA LINE	On 6th inst.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BAMBA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 27th inst.	
HAYRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 13th inst.	
MARSEILLES & C. VIA PORTS OF CALL.	SAVONIA	Ger. str.	k. w.	Girard	MESSAGERIES MARITIMES	On 22nd inst.	
MARSEILLES & HAMBURG VIA SINGAPORE, &c.	ERBERT SIMONS	Front. str.	—	Habel	HAMBURG-AMERICA LINE	On 15th inst.	
MARSEILLES & ANTWERP VIA SINGAPORE, &c.	SLAVONIA	Ger. str.	k. w.	Wm. Thompson	NIPPON YUSEN KAISHA	On 15th inst.	
MARSEILLES & HAMBURG VIA STRAITS, &c.	AYUTTA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 16th inst. at D'light	
MARSEILLES & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 23rd inst. at D'light	
MARSEILLES & HAMBURG VIA STRAITS, &c.	HITACHI MARU	Jap. str.	—	Fase	HAMBURG-AMERICA LINE	On 30th inst. at D'light	
MARSEILLES & ANTWERP VIA SINGAPORE, &c.	SPEZIA	Ger. str.	k. w.	T. Murai	NIPPON YUSEN KAISHA	On 13th April, at D'light	
MARSEILLES & LONDON & ANTWERP VIA SINGAPORE, &c.	MITSUBISHI MARU	Jap. str.	—	C. Dewers	MELCHERS & CO.	On 9th inst. at Noon.	
NEW YORK	LUETZOW	Ger. str.	—	—	DODWELL & CO., LTD.	Quick despatch.	
BOSTON & NEW YORK	PATERN	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	About 16th inst.	
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	INDRAVELLI	Am. str.	—	Pilcher	ANNHOLD, KARBBERG & CO.	On 8th inst.	
YANCOUVER (DIRECT)	WELSH PRINCE	Brit. str.	—	J. Mathie	DODWELL & CO., LTD.	On 12th inst.	
YANCOUVER VIA SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 28th inst. at 7 A.M.	
YANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 24th inst. at Noon.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 4th inst. at Noon.	
CALLAO, TACOMA, &c., VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	E. K. Hutchinson	OSAKA SHOSON KAISHA	On 27th April, at Noon.	
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Ely	BUTTERFIELD & SWIRE	On 14th inst. at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 18th inst. at Noon.	
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Jap. str.	—	D. Lenz	MELCHERS & CO.	On 25th inst. at D'light	
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 15th April, at Noon.	
KOBE & YOKOHAMA	PRINZ SIGISMUND	Jap. str.	—	D. Lenz	MELCHERS & CO.	About 8th inst.	
KOBE & YOKOHAMA	ITO MARU	Jap. str.	—	Harrison	NIPPON YUSEN KAISHA	On 11th inst. at Noon.	
KOBE & YOKOHAMA	KINAKO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 17th inst. at D'light	
KOBE & YOKOHAMA	YAMAGATA MARU	Jap. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 16th inst. at Noon.	
KOBE & YOKOHAMA	YAMAGATA MARU	Jap. str.	—	Pander	JAVA-CHINA-JAPAN LYN	Quick despatch.	
KOBE & YOKOHAMA	CHIPPING	Brit. str.	—	G. Mooney	JARDINE, MATHESON & CO., LTD.	To-morrow, at 4 P.M.	
KOBE & YOKOHAMA	KUEICHO	Brit. str.	1 m.	F. Wheeler	BUTTERFIELD & SWIRE	About 3rd inst.	
KOBE & YOKOHAMA	KWONGKANG	Brit. str.	—	W. E. Le Mare, R.N.	JARDINE, MATHESON & CO., LTD.	To-morrow, at 4 P.M.	
KOBE & YOKOHAMA	MASITA	Brit. str.	1 m.	J. D. Andrews, R.N.	P. & O. S. N. Co.	To-morrow, at Daylight	
KOBE & YOKOHAMA	CHENAN	Brit. str.	—	Wagner	HAMBURG-AMERICA LINE	On 4th inst.	
KOBE & YOKOHAMA	MARCONI	Ger. str.	k. w.	C. Lindbergh	BUTTERFIELD & SWIRE	On 6th inst. at D'light	
KOBE & YOKOHAMA	LIANAN	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & CO., LTD.	On 8th inst. at Noon	
KOBE & YOKOHAMA	KUTSANG	Ger. str.	—	O. Pahlke	MELCHERS & CO.	About 9th inst.	
KOBE & YOKOHAMA	ALBERT	Brit. str.	1 m.	Knaissel	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.	
KOBE & YOKOHAMA	GERMANIA	Ger. str.	k. w.	Broo	HAMBURG-AMERICA LINE	On 13th inst. at D'light	
KOBE & YOKOHAMA	CHINUA	Brit. str.	1 m.	A. Keith	BUTTERFIELD & SWIRE	On 14th inst. at Noon.	
KOBE & YOKOHAMA	POLYNESIA	Front. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst.	
KOBE & YOKOHAMA	YETOROFU MARU	Jap. str.	—	—	MELCHERS & CO.	Middle of Mar.	
KOBE & YOKOHAMA	CATHAY	Dut. str.	—	E. Koops	JAVA-CHINA-JAPAN LYN	Quick despatch.	
KOBE & YOKOHAMA	TAKI	Dut. str.	—	G. W. Cockburn, R.N.	P. & O. S. N. Co.	On 4th inst. at D'light	
KOBE & YOKOHAMA	PAIMA	Brit. str.	—	K. Sugi	OSAKA SHOSON KAISHA	To-morrow, at 10 A.M.	
KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	H. Maruyama	OSAKA SHOSON KAISHA	To-day, at 10 A.M.	
KOBE & YOKOHAMA	DAIGI MARU	Jap. str.	1 m.	Evans	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
KOBE & YOKOHAMA	KAIKANG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAKE & CO.	To-morrow, at 10 A.M.	
KOBE & YOKOHAMA	HAINAN	Brit. str.	2 h.	J. S. Bosch	DOUGLAS LARPAKE & CO.	On 4th inst. at 10 A.M.	
KOBE & YOKOHAMA	HAICHING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LTD.	On 5th inst. at Noon.	
KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 8th inst. at 3 P.M.	
KOBE & YOKOHAMA	RUBI	Brit. str.	1 m.	Pennafather	JARDINE, MATHESON & CO., LTD.	On 11th inst. at 4 P.M.	
KOBE & YOKOHAMA	YUNING	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LTD.	On 12th inst. at Noon.	
KOBE & YOKOHAMA	YUENANG	Brit. str.	—	E. Rodgers	SHEWAN, TOMES & CO.	To-morrow, at 4 P.M.	
KOBE & YOKOHAMA	ZAVIRO	Brit. str.	1 m.	C. Plunkett	BUTTERFIELD & SWIRE	On 4th inst. at 9 A.M.	
KOBE & YOKOHAMA	SUYOKIANG	Brit. str.	—	F. Samhill	MELCHERS & CO.	On 8th inst.	
KOBE & YOKOHAMA	BORRO	Ger. str.	—	G. C. Harry	NIPPON YUSEN KAISHA	On 4th inst. at Noon.	
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	A. E. Gantles	DAVID SASSON & CO., LTD.	On 9th inst. at Noon.	
KOBE & YOKOHAMA	LAOCHING	Brit. str.	—	M. E. Lake	JARDINE, MATHESON & CO., LTD.	Quick despatch.	
KOBE & YOKOHAMA	NANANG	Brit. str.	—	Bouman	JAVA-CHINA-JAPAN LYN	Quick despatch.	
KOBE & YOKOHAMA	YIMAT	Dut. str.	—	—	—	—	

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C., TACOMA & SEATTLE  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	J. Mathie	On 12th March.
AMERIC	4,363	J. Boyd	On 7th April.
SUVERIC	6,232	S. Shotton	On 5th May.
OCEANO	4,657	F. W. Davies	On 2nd June.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
Queen's Buildings.  
Hongkong, 18th January, 1910.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	(Friday, 4th) Mar. 9 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Tuesday, 8th March.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUETZOW"	Wed. 9th Mar. at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About Wed. 9th March.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 25th Mar., at D'light

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 2nd March, 1910.

CANADIAN PACIFIC RAILWAY CO'S  
ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Seoul (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.  
From Hongkong.  
"EMPERESS OF JAPAN" Sat., 26th Mar.  
"EMPERESS OF CHINA" Sat., 23rd April  
"EMPERESS OF INDIA" Sat., 14th May  
"MONTEAGLE" Tuesday, 24th May  
"EMPERESS OF JAPAN" Sat., 4th June  
"EMPERESS OF CHINA" Sat., 25th June  
From St. John, N.B.  
"EMPERESS OF IRELAND" Fri., 22nd April  
"EMPERESS OF IRELAND" Fri., 10th June  
"EMPERESS OF BRITAIN" Fri., 1st July  
"EMPERESS OF CHINA" Sat., 25th June  
"EMPERESS OF INDIA" Sat., 14th May  
"EMPERESS OF JAPAN" Sat., 4th June  
"EMPERESS OF CHINA" Sat., 25th June

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10  
Intermediate (Steamers) " " " 243 " 245.  
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
O. W. CRADDOCK, General Traffic Agent for China,  
Cerner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE"	On 14th Mar., P.M.
MARSEILLES, VIA PORTS	"ERNEST SIMONS"	On 15th Mar., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIDE"	On 28th Mar., P.M.
MARSEILLES, VIA PORTS	"TOKIN"	On 29th Mar., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours' Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
For Further Particulars, apply to  
P. THOMAS, AGENT,  
Queen's Buildings.  
Hongkong, 2nd March, 1910.

## SHIPPING IN PORT.

**STEAMERS.**  
BORNEO, German str., 1,344, T. Sanblil, 20th Feb.—Saigon 15th February, Timber—Melchers & Co.  
CARMARTHENSIRE, German str., 774, J. Kaysen, 27th Feb.—Haiphong and Hainan 25th Feb, General—Jensen & Co.  
CARMARTHENSIRE, British str., 2,994, R. L. Daniels, 28th Feb.—Shanghai 25th Feb, General—Jardine, Matheson & Co.  
CHENAN, British str., 1,352, Lloyd Jones, 28th Feb.—Shanghai 24th February, General—Butterfield & Swire.  
CHINOTOFF, Chinese str., 1,520, Joon, 28th Feb.—Saigon 23rd Feb, Rice—Wallen & Co.  
CHIPPING, British str., 1,199, F. Mooney, 9th Feb.—Chinwang 29th Jan, Chafco 3rd and Welhaiwei 5th Feb, General—Jardine, Matheson & Co.  
CLAM, British str., 2,115, Hland, 22nd Feb.—Singapore 1st and Balik Papan 14th Feb, Fuel Oil in bulk—Asiatic Petroleum & Co.  
DAIGI MARU, Japanese str., 864, H. Muragawa, 28th Feb.—Swatow 27th Feb, General—Osaka Shoson Kaisha.  
DAWSON, British str., 1,562, J. Jenkins, 24th Feb.—Saigon 20th Feb, General—Man Feb & Co.  
FAIRBANK, British str., 1,410, H. S. Malkin, 23rd Feb.—Saigon 19th Feb, Rice, Paddy and Meal—Jardine, Matheson & Co.  
FITZPATRICK, British str., 2,633, R. E. Hutchinson, 18th Feb.—Tacoma and January, Flour, Herring, &c.—Osaka Shoson Kaisha.  
FATHORF, Norwegian str., 891, O. Andersen, 28th Feb.—Haiphong and Hainan 25th February, Rice and General—Agard, Thoresen & Co.  
FUKUDA MARU, Japanese str., 1,946, S. Kuma, 28th Feb.—Moji 23rd Feb, Coal—Mitsui Bussan Kaisha.  
GERMANIA, German str., 1,713, O. Jurgensen, 27th Feb.—Dahly and Chetoo 21st Feb, Beans and General—Jensen & Co.  
HAINAN, British str., 1,536, A. Smith, 23rd Feb.—Saigon 12th February, Sugar—Jardine, Matheson & Co.  
HONGKONG, French str., 742, A. Corneliussen, 25th Feb.—Haiphong 20th Feb, General—A. R. Marty.  
ICHANG, British str., 1,228, Tuebten, 25th Feb.—Chinkiang 19th Feb, General—Butterfield & Swire.  
JAVETA, British str., 2,778, H. G. A. Thunda, 26th Feb.—Cardiff 14th January, Coal—Government.  
JOHANNES, German str., 952, M. Island, 24th February—Saigon 19th Feb, Paddy—Jensen & Co.  
KAHOIRATE MARU, Japanese str., 3,432, Yamaguchi, 21st Feb.—Moji 16th February, Coal—Ataka & Co.  
KAGA MARU, Japanese str., 3,906, M. Hagino, 28th Feb.—Yokohama 16th Feb, General—Nippon Yusen Kaisha.  
KALGAN, British str., 1,143, P. Mills, 23rd Feb.—Saigon 19th Feb, Rice—Butterfield & Swire.  
KASHING, British str., 1,228, Laver, 9th Feb.—Chinkiang 5th Feb, General—Butterfield & Swire.  
KEOWWAI, German str., 1,115, J. Koehler, 24th Feb.—Singapore 17th February, Rice—Butterfield & Swire.  
KIANG PING, Chinese str., 1,222, Udden, 22nd Feb.—Chinkiang 17th Feb, General—Chinese.  
KIRKIRE, British str., 2,275, W. J. Dermody, 23rd Feb.—Cardiff via Durban 17th Dec, Coal—Order.  
KURUKAWA, British str., 1,223, Robertson, 1st Feb.—Wakamatsu 27th January, Coal—Butterfield & Swire.  
KWANGLOO, Chinese str., 1,468, Lincoln, 23rd February—Shanghai 20th Feb, General—C. M. S. N. Co.  
KWONGKANG, British str., 1,428, Baker, 26th Feb.—Shanghai via Swatow 22nd February, General—Jardine, Matheson & Co.  
LAHETTES, British str., 1,340, Trumpton, 23rd Feb.—Saigon 18th Feb, General—We Feb Sing.  
LAGORVING, British str., 2,122, A. E. Gantles, 25th Feb.—Calcutta, Penang and Singapore 19th Feb, General—David Sassoon & Co.  
LOONGSANG, British str., 1,092, F. Wheeler, 28th Feb.—Manila 25th Feb, Hump and General—Jardine, Matheson & Co.  
MARIA, German str., 1,169, Christiansen, 25th February—Hongkong 23rd February, Coal—Jensen & Co.  
MATTHEW, German str., 831, A. Pahren, 25th Feb.—Batun 29th Feb, Coal—Jensen & Co.  
MEETOO, Chinese str., 2,339, J. McArthur, 23rd Feb.—Shanghai 25th Feb, General—C. M. S. N. Co.  
NANCHANG, British str., 1,062, Spink, 2nd Feb.—Chetoo and Welhaiwei 28th Jan, Butterfield & Swire.  
NANSHAN, British str., 1,299, Allen Jones, 27th Feb.—Saigon 22nd February, Rice, &c.—Bradley & Co.  
NOON, Norwegian str., 750, Haraldsen, 23rd Feb.—Saigon 17th Feb, Rice and Paddy—Agard, Thoresen & Co.  
PHRANANG, German str., 1,076, Von Mangoldt, 27th Feb.—Bangkok and Kolsichang 19th Feb, Rice and Meal—Butterfield & Swire.  
PIRANULOK, German str., 1,267, D. Baimers, 27



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MAEDONIA	D'light, 3rd March	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	MANILA	About 3rd March	Freight only.
TAKAO, FUKUO, CHINWANTO, MOJI, KOBE and YOKOHAMA	PALMA	D'light, 4th March	Freight only.
LONDON via USUAL PORTS	DELTA	Noon, 5th March	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAVA	About 9th March	Freight only.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 28th February, 1910.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SWATOW & CHINKIANG	"KALANG"	On 2nd Mar., 4 P.M.
CEBU & ILOILO	"SUNGKIANG"	On 3rd Mar., 4 P.M.
SHANGHAI	"CHENAN"	On 3rd Mar., 4 P.M.
TIENSIN	"KUBICHOW"	On 3rd Mar., 4 P.M.
SHANGHAI	"LINAN"	On 6th Mar., D'light
MANILA	"TAMING"	On 8th Mar., 3 P.M.
SHANGHAI	"ANHUI"	On 10th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	On 13th Mar., D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, 25 SINGLE and 30 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	THURSDAY, 3rd Mar., at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOCHOW.	FRIDAY, 4th Mar., at 10 A.M.
"HAITAN"	SWATOW, AMOY and FOCHOW.	TUESDAY, 8th Mar., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

• Swatow for Passengers only.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 2nd March, 1910.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENSIN via TSINGTAU & CHEFOO	"CHIPSING"	Wedday, 2nd Mar., Noon.
SHANGHAI	"KWONGSANG"	Thursday, 3rd Mar., Noon.
MANILA	"LOONGSANG"	Friday, 4th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"KUBANG"	Tuesday, 8th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wedday, 9th Mar., Noon.
MANILA	"TUENSANG"	Friday, 11th Mar., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUBANG", "NAMSANG" and "TUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

• Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

• Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.

Hongkong, 2nd March, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN and BALTIC PORTS	"INDIAN"	On 6th March
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	Middle of March
COPENHAGEN and BALTIC PORTS	"YEDDO"	Beginning of April

For Further Particulars apply to

MELOCHERS & CO.,  
AGENTS.

Hongkong, 28th February, 1910.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL, STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU	9,000	WED'DAY, 16th Mar., at Daylight.
	KANAGAWA MARU	7,000	WED'DAY, 23rd Mar., at Daylight.
	HITACHI MARU	7,000	WED'DAY, 30th Mar., at Daylight.
	MIYAZAKI MARU	9,000	WED'DAY, 13th April, at Daylight.

VICTORIA B.C. &amp; SEATTLE

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU	7,000	TUESDAY, 29th Mar., at Noon.
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SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	7,000	FRIDAY, 18th March, at Noon.
	YAWATA MARU	5,000	FRIDAY, 15th April, at Noon.

BOMBAY via SINGAPORE and COLOMBO	BINGO MARU	7,000	TUESDAY, 8th March.
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KOBE and YOKOHAMA	IYO MARU	7,000	FRIDAY, 11th Mar., at Noon.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU	5,000	WED'DAY, 16th Mar., at Noon.
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SHANGHAI, MOJI and KOBE	YETOROFU MARU	5,000	WED'DAY, 16th March.
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KOBE and YOKOHAMA	KITANO MARU	9,000	THURSDAY, 17th Mar., at Daylight.
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Fitted with New System of Wireless Telegraphy. \* Cargo only. \* Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER.

Hongkong, 2nd March, 1910.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. Fraser	Manila	On 5th Mar., Noon
ZAFIRA	2540	R. Rodger	Manila	On 12th Mar., Noon

For Freight or Passage apply to  
Hongkong, 21st February, 1910.SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. C. FERD. LAEISZ	4th March
S.S. LIBERIA	12th March
S.S. ALESIA	25th March
S.S. ANDALUSIA	8th April
S.S. SILESIA	21st April

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong, 25th February, 1910.

### HOMEWARD.

FOR HAVRE & HAMBURG:	
S.S. SEGOVIA	13th March
FOR MANZANILLO & HAMBURG:	
S.S. SLAVONIA	15th March
FOR HAVRE & HAMBURG:	
S.S. SAXONIA	22nd March
FOR ROTTERDAM & HAMBURG:	
S.S. SAMBA	27th March
FOR MANZANILLO & HAMBURG:	
S.S. SPEZIA	3rd April

Hongkong Office.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	" June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.  
Hongkong, 31st January, 1910.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & C.

Chief Office: LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East: 15, DES VOUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIKINI	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TIJIPANAS	JAVA	First half of Mar.	JAPAN	First half of Mar.
TIJIBODAS	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TIJMAHI	JAPAN	First half of Mar.	JAVA	First half of Mar.
TIJLIWONG	JAVA	Second half of Mar.	SHANGHAI	Second half of Mar.
TIJLATAP	JAVA	First half of April	JAPAN	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 25th February, 1910.

Telephone No. 375.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY, AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points, in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK"	4,415	FRIDAY, 4th March, at Noon.
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU"	6,175	WED'DAY, 23rd March, at Noon.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Furs and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSIU via SWATOW & AMOY	"DAIGI MARU"	WED'DAY, 2nd Mar., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	THURSDAY, 3rd Mar., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

8771

## VESSELS ON THE LINE

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 5th March, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MALWA" 10,883 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and

Tos for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the R.M.S. "INDIA", due in London on the 15th April 1910.

Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 21st February, 1910.

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## THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON AND ANTWERP.

## THE STEAMER

"CARMARTHENSHIRE"

Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG as above about BEGINNING OF MARCH.

FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,  
AGENTS.

Hongkong 14th December, 1909.

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## LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL

STEAM CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines

Steamers load at the Wharves. Quick despatch. Telegrams: "Labuan Labuan."

BRADLEY &amp; Co., Agents.

Hongkong, 12th August, 1909.

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# ITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KANIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KATATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. SHANING &amp; Co.

MANILA: Messrs. MACDONALD &amp; Co.

For Particulars apply to

H. OHSIL,  
Manager.

No. 2, Peddar, Street, Hongkong.

Hongkong, 9th January, 1909.

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# Cutler, Palmer & Co.'s

## SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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# RODI & WIENENBERGER PFORZHEIM I.B.

MANUFACTURERS OF  
GENUINE ROLLED GOLD JEWELLERIES: NECKLETS,  
BRACELETS, BROOCHES, SCARF-PINS,  
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

## HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The Macedonia, with the English mail of the 3rd February, left Singapore on Friday,  
the 25th Feb., at 4.30 p.m., and may be expected here to-day, and the parcel mails closed in  
London for despatch by the air sea route on the 26th January, and for despatch overland on the  
2nd February.

The Empress of Japan, with the Canadian mail, left Shanghai on Tuesday, the 1st inst.,  
at midnight, and may be expected here on or about Friday, the 4th inst., at 8 a.m.

FOR	PER	DATE
Swatow, Amoy and Tamsui	Donghai Maru	Wednesday, 2nd, 9.00 A.M.
Taipei, Chefoo and Tientsin	Chinghai	Wednesday, 2nd, 11.00 A.M.
Haiphong	Maillade	Wednesday, 2nd, 11.00 A.M.
Haiphong	Haiphong	Wednesday, 2nd, 11.00 A.M.
Haiphong	Nord	Wednesday, 2nd, 11.00 A.M.
Haiphong	Rajah	Wednesday, 2nd, 1.00 P.M.
Haiphong	Sui Tai	Wednesday, 2nd, 1.15 P.M.
Haiphong	Kalgan	Wednesday, 2nd, 3.00 P.M.
Haiphong	Kwangtung	Wednesday, 2nd, 3.00 P.M.
Haiphong	Hanang	Wednesday, 2nd, 5.00 P.M.
Haiphong	Kiang Tung	Wednesday, 2nd, 5.00 P.M.
Haiphong	Maillade	Wednesday, 2nd, 5.00 P.M.
Haiphong	Sui Tai	Thursday, 3rd, 9.00 A.M.
Haiphong	Hainan	Thursday, 3rd, 9.00 A.M.
Haiphong	Kwangtung	Thursday, 3rd, 11.00 A.M.
Haiphong	Sui Tai	Thursday, 3rd, 1.15 P.M.
Haiphong	Sungking	Thursday, 3rd, 3.00 P.M.
Haiphong	Chenai	Thursday, 3rd, 3.00 P.M.
Haiphong	Kueichow	Thursday, 3rd, 3.00 P.M.

IT IS NOT THE NAME BUT IT IS THE QUALITY



OBTAINABLE EVERYWHERE  
**H. RUTTONJEE & SON.**  
WINE AND SPIRIT MERCHANTS.

**FORTHCOMING EVENTS.**  
Thursday, 3rd March—Extraordinary General  
Meeting of Club Hotel Ltd., Yokohama.  
Tuesday and Wednesday, 8th and 9th March—  
Hongkong Horticultural Society, Annual  
Show, in the Botanic Gardens.  
Wednesday, 9th March—Forty-First Ordinary  
Meeting of H.K. Fire Insurance Co., Ltd.  
Thursday, 10th March—Forty-First Meeting of  
The China Fire Insurance Co., Ltd.  
Saturday, 12th March—Twenty-Third Ordinary  
Annual Meeting of Hongkong & Kowloon  
Wharf & Godown—Fourth Annual Prize  
Meeting of China United Service Rifle  
Association, at Kowloon City and King's  
Park Ranges.  
Tuesday, 15th March—Seventh Ordinary Yearly  
Meeting of The China-Borneo Co., Ltd.

### VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
P. & O. S. N. Co.'s str. Macedonia left Singa-  
pore for this port on the 25th ultimo at 4.30  
p.m. with the outward English Mails, and is  
due here to-day at about 7 a.m.  
**THE INDIAN MAIL.**  
The Indo-China str. Kaituma from Calcutta  
and the Straits left Singapore for this port on  
the 24th ult.

**THE GERMAN MAIL.**  
The I.G.M. str. Kleist carrying the German  
Mails with dates from Berlin of the 9th ultimo,  
left Colombo on the 27th ultimo p.m., and may  
be expected here on or about the 10th inst.

**THE AUSTRALIAN MAIL.**  
The I.G.M. str. Fritz Schlegel left Sydney  
on the 14th ult. at noon, and may be expected  
here on or about the 8th inst.

**THE SINGAPORE MAIL.**  
The P. & O. str. Manila left Singapore for  
this port on the 24th ult., at 9.30 a.m., and is  
due here to-day at about 5 a.m.

The H.A. Line str. C. Ferd. Lauer left  
Singapore on the 24th ultimo, and may be  
expected here to-day.

P. & O. S. N. Co.'s str. Palma left Singapore  
for this port on the 25th ultimo at 1 p.m., and is  
due here to-morrow at about 6 a.m.  
The str. Beryl left United Kingdom on the  
5th ult. for Hongkong via Straits.  
The Bank Line str. Amyerle left Vancouver  
B.C. on the 13th ult. for Hongkong via Japan  
ports.  
The O.S.K. str. Tacoma Maru from Tacoma  
left Moji for this port via Manila on the 22nd  
ult., and is expected to arrive here on the 6th  
inst.

The N.Y.K. str. Yatsushiro Maru (Romya  
Line) left Bombay for this port via Singapore  
on the 25th ult., and is expected here on the  
15th inst.

The Danish str. Cathay left Suva on the 14th  
ult., and may be expected here on or about the  
16th inst.

### COMMERCIAL EXCHANGE CLOSING QUOTATIONS.

ON LONDON—	March 1st.
Telegraphic Transfer	1/8 1/4
Bank Bills, on demand	1/8 1/4
Bank Bills, at 30 days sight	1/8 1/4
Bank Bills, at 4 months sight	1/8 1/4
Bank Bills, at 6 months sight	1/8 1/4
Bank Bills, at 9 months sight	1/8 1/4
Bank Bills, at 12 months sight	1/8 1/4
Bank Bills, at 15 months sight	1/8 1/4
Bank Bills, at 18 months sight	1/8 1/4
Bank Bills, at 21 months sight	1/8 1/4
Bank Bills, at 24 months sight	1/8 1/4
Bank Bills, at 27 months sight	1/8 1/4
Bank Bills, at 30 months sight	1/8 1/4
Bank Bills, at 33 months sight	1/8 1/4
Bank Bills, at 36 months sight	1/8 1/4
Bank Bills, at 39 months sight	1/8 1/4
Bank Bills, at 42 months sight	1/8 1/4
Bank Bills, at 45 months sight	1/8 1/4
Bank Bills, at 48 months sight	1/8 1/4
Bank Bills, at 51 months sight	1/8 1/4
Bank Bills, at 54 months sight	1/8 1/4
Bank Bills, at 57 months sight	1/8 1/4
Bank Bills, at 60 months sight	1/8 1/4
Bank Bills, at 63 months sight	1/8 1/4
Bank Bills, at 66 months sight	1/8 1/4
Bank Bills, at 69 months sight	1/8 1/4
Bank Bills, at 72 months sight	1/8 1/4
Bank Bills, at 75 months sight	1/8 1/4
Bank Bills, at 78 months sight	1/8 1/4
Bank Bills, at 81 months sight	1/8 1/4
Bank Bills, at 84 months sight	1/8 1/4
Bank Bills, at 87 months sight	1/8 1/4
Bank Bills, at 90 months sight	1/8 1/4
Bank Bills, at 93 months sight	1/8 1/4
Bank Bills, at 96 months sight	1/8 1/4
Bank Bills, at 99 months sight	1/8 1/4
Bank Bills, at 102 months sight	1/8 1/4
Bank Bills, at 105 months sight	1/8 1/4
Bank Bills, at 108 months sight	1/8 1/4
Bank Bills, at 111 months sight	1/8 1/4
Bank Bills, at 114 months sight	1/8 1/4
Bank Bills, at 117 months sight	1/8 1/4
Bank Bills, at 120 months sight	1/8 1/4
Bank Bills, at 123 months sight	1/8 1/4
Bank Bills, at 126 months sight	1/8 1/4
Bank Bills, at 129 months sight	1/8 1/4
Bank Bills, at 132 months sight	1/8 1/4
Bank Bills, at 135 months sight	1/8 1/4
Bank Bills, at 138 months sight	1/8 1/4
Bank Bills, at 141 months sight	1/8 1/4
Bank Bills, at 144 months sight	1/8 1/4
Bank Bills, at 147 months sight	1/8 1/4
Bank Bills, at 150 months sight	1/8 1/4
Bank Bills, at 153 months sight	1/8 1/4
Bank Bills, at 156 months sight	1/8 1/4
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Bank Bills, at 165 months sight	1/8 1/4
Bank Bills, at 168 months sight	1/8 1/4
Bank Bills, at 171 months sight	1/8 1/4
Bank Bills, at 174 months sight	1/8 1/4
Bank Bills, at 177 months sight	1/8 1/4
Bank Bills, at 180 months sight	1/8 1/4
Bank Bills, at 183 months sight	1/8 1/4
Bank Bills, at 186 months sight	1/8 1/4
Bank Bills, at 189 months sight	1/8 1/4
Bank Bills, at 192 months sight	1/8 1/4
Bank Bills, at 195 months sight	1/8 1/4
Bank Bills, at 198 months sight	1/8 1/4
Bank Bills, at 201 months sight	1/8 1/4
Bank Bills, at 204 months sight	1/8 1/4
Bank Bills, at 207 months sight	1/8 1/4
Bank Bills, at 210 months sight	1/8 1/4
Bank Bills, at 213 months sight	1/8 1/4
Bank Bills, at 216 months sight	1/8 1/4
Bank Bills, at 219 months sight	1/8 1/4
Bank Bills, at 222 months sight	1/8 1/4
Bank Bills, at 225 months sight	1/8 1/4
Bank Bills, at 228 months sight	1/8 1/4
Bank Bills, at 231 months sight	1/8 1/4
Bank Bills, at 234 months sight	1/8 1/4
Bank Bills, at 237 months sight	1/8 1/4
Bank Bills, at 240 months sight	1/8 1/4
Bank Bills, at 243 months sight	1/8 1/4
Bank Bills, at 246 months sight	1/8 1/4
Bank Bills, at 249 months sight	1/8 1/4
Bank Bills, at 252 months sight	1/8 1/4
Bank Bills, at 255 months sight	1/8 1/4
Bank Bills, at 258 months sight	1/8 1/4
Bank Bills, at 261 months sight	1/8 1/4
Bank Bills, at 264 months sight	1/8 1/4
Bank Bills, at 267 months sight	1/8 1/4
Bank Bills, at 270 months sight	1/8 1/4
Bank Bills, at 273 months sight	1/8 1/4
Bank Bills, at 276 months sight	1/8 1/4
Bank Bills, at 279 months sight	1/8 1/4
Bank Bills, at 282 months sight	1/8 1/4
Bank Bills, at 285 months sight	1/8 1/4
Bank Bills, at 288 months sight	1/8 1/4
Bank Bills, at 291 months sight	1/8 1/4
Bank Bills, at 294 months sight	1/8 1/4
Bank Bills, at 297 months sight	1/8 1/4
Bank Bills, at 300 months sight	1/8 1/4

### STEAMERS PASSED THE CANAL.

Steamer	Date	Time
5th—Australia	2nd	12th
6th—Australia	3rd	12th
7th—Australia	4th	12th
8th—Australia	5th	12th
9th—Australia	6th	12th
10th—Australia	7th	12th
11th—Australia	8th	12th
12th—Australia	9th	12th
13th—Australia	10th	12th
14th—Australia	11th	12th
15th—Australia	12th	12th
16th—Australia	13th	12th
17th—Australia	14th	12th
18th—Australia	15th	12th
19th—Australia	16th	12th
20th—Australia	17th	12th
21st—Australia	18th	12th
22nd—Australia	19th	12th
23rd—Australia	20th	12th
24th—Australia	21st	12th
25th—Australia	22nd	12th
26th—Australia	23rd	12th
27th—Australia	24th	12th
28th—Australia	25th	12th
29th—Australia	26th	12th
30th—Australia	27th	12th
31st—Australia	28th	12th
32nd—Australia	29th	12th
33rd—Australia	30th	12th
34th—Australia	31st	12th
35th—Australia	1st	12th
36th—Australia	2nd	12th
37th—Australia	3rd	12th
38th—Australia	4th	12th
39th—Australia	5th	12th
40th—Australia	6th	12th
41st—Australia	7th	12th
42nd—Australia	8th	12th
43rd—Australia	9th	12th
44th—Australia	10th	12th
45th—Australia	11th	12th
46th—Australia	12th	12th
47th—Australia	13th	12th
48th—Australia	14th	12th
49th—Australia	15th	12th
50th—Australia	16th	12th
51st—Australia	17th	12th
52nd—Australia	18th	12th
53rd—Australia	19th	12th
54th—Australia	20th	12th
55th—Australia	21st	12th
56th—Australia	22nd	12th
57th—Australia	23rd	12th
58th—Australia	24th	12th
59th—Australia	25th	12th
60th—Australia	26th	12th
61st—Australia	27th	12th
62nd—Australia	28th	12th
63rd—Australia	29th	12th
64th—Australia	30th	12th
65th—Australia	31st	12th
66th—Australia	1st	12th
67th—Australia	2nd	12th
68th—Australia	3rd	12th
69th—Australia	4th	12th
70th—Australia	5th	12th
71st—Australia	6th	12th
72nd—Australia	7th	12th
73rd—Australia	8th	12th
74th—Australia	9th	12th
75th—Australia	10th	12th
76th—Australia	11th	12th
77th—Australia	12th	12th
78th—Australia	13th	12th
79th—Australia	14th	12th
80th—Australia	15th	12th
81st—Australia	16th	12th
82nd—Australia	17th	12th
83rd—Australia	18th	12th
84th—Australia	19th	12th
85th—Australia	20th	12th
86th—Australia	21st	12th
87th—Australia	22nd	12th
88th—Australia	23rd	12th
89th—Australia	24th	12th
90th—Australia	25th	12th
91st—Australia	26th	12th
92nd—Australia	27th	12th
93rd—Australia	28th	12th
94th—Australia	29th	12th
95th—Australia	30th	12th
96th—Australia	31st	12th
97th—Australia	1st	12th
98th—Australia	2nd	12th
99th—Australia	3rd	12th
100th—Australia	4th	12th

### ARRIVALS AT HOME.

Ship	Date	Time
25th—Australia	2nd	12th
26th—Australia	3rd	12th
27th—Australia	4th	12th
28th—Australia	5th	12th
29th—Australia	6th	12th
30th—Australia	7th	12th
31st—Australia	8th	12th
32nd—Australia	9th	12th
33rd—Australia	10th	12th
34th—Australia	11th	12th
35th—Australia	12th	12th
36th—Australia	13th	12th
37th—Australia	14th	12th
38th—Australia	15th	12th
39th—Australia	16th	12th
40th—Australia	17th	12th
41st—Australia	18th	12th
42nd—Australia	19th	12th
43rd—Australia	20th	12th
44th—Australia	21st	12th
45th—Australia	22nd	12th
46th—Australia	23rd	12th
47th—Australia	24th	12th
48th—Australia	25th	12th
49th—Australia	26th	12th
50th—Australia	27th	12th
51st—Australia	28th	12th
52nd—Australia	29th	12th
53rd—Australia	30th	12th
54th—Australia	31st	12th
55th—Australia	1st	12th
56th—Australia	2nd	12th
57th—Australia	3rd	12th
58th—Australia	4th	12th
59th—Australia	5th	12th
60th—Australia	6th	12th
61st—Australia	7th	12th
62nd—Australia	8th	12th
63rd—Australia	9th	12th
64th—Australia	10th	12th
65th—Australia	11th	12th
66th—Australia	12th	12th
67th—Australia	13th	12th
68th—Australia	14th	12th
69th—Australia	15th	12th
70th—Australia	16th	12th
71st—Australia	17th	12th
72nd—Australia	18th	12th
73rd—Australia	19th	12th
74th—Australia	20th	12th
75th—Australia	21st	12th
76th—Australia	22nd	12th
77th—Australia	23rd	12th
78th—Australia	24th	12th
79th—Australia	25th	12th
80th—Australia	26th	12th
81st—Australia	27th	12th
82nd—Australia	28th	12th
83rd—Australia	29th	12th
84th—Australia	30th	12th
85th—Australia	31st	12th
86th—Australia	1st	12th
87th—Australia	2nd	12th
88th—Australia	3rd	12th
89th—Australia	4th	12th
90th—Australia	5th	12th
91st—Australia	6th	12th
92nd—Australia	7th	12th
93rd—Australia	8th	12th
94th—Australia	9th	12th
95th—Australia	10th	12th
96th—Australia	11th	12th
97th—Australia	12th	12th
98th—Australia	13th	12th
99th—Australia	14th	12th
100th—Australia	15th	12th

# The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE.



IN 50'S & 100'S  
HERMETICALLY SEALED BOXES  
AT \$4.20 AND \$2.80 PER 100  
FROM ALL TOBACCONISTS.

### SHARE LIST—QUOTATIONS.

HONGKONG, MARCH 1ST, 1910.